

**NORMAN PLANNING COMMISSION
REGULAR SESSION MINUTES**

MAY 10, 2012

The Planning Commission of the City of Norman, Cleveland County, State of Oklahoma, met in Regular Session in the Council Chambers of the Norman Municipal Building, 201 West Gray Street, on the 10th day of May 2012. Notice and agenda of the meeting were posted at the Norman Municipal Building and online at <http://www.normanok.gov/content/boards-commissions> twenty-four hours prior to the beginning of the meeting.

Chairman Andy Sherrer called the meeting to order at 6:30 p.m.

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Item No. 1, being:

ROLL CALL

MEMBERS PRESENT

Dave Boeck
Jim Gasaway
Cynthia Gordon
Tom Knotts
Curtis McCarty
Robertta Pailes
Chris Lewis
Andy Sherrer

MEMBERS ABSENT

Diana Hartley

A quorum was present.

STAFF MEMBERS PRESENT

Susan Connors, Director, Planning &
Community Development
Jane Hudson, Principal Planner
Ken Danner, Subdivision Development
Manager
Roné Tromble, Recording Secretary
Leah Messner, Asst. City Attorney
Larry Knapp, GIS Analyst
David Riesland, Traffic Engineer
Terry Floyd, Development Coordinator

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Chairman Sherrer announced that there have been several requests for postponement of items on the agenda. The applicant, Tim Shannon, has requested postponement of Items 9a and 9b, concerning Cobblestone Creek Addition, for one month. The applicant for Items 10a and 10b, Mark Risser, has requested postponement of his items on Asp Avenue and Buchanan Avenue for two months. Staff is requesting postponement of Item 12, the Original Townsite Neighborhood Plan, for one month.

Chris Lewis moved that Items 9a, 9b, and 12 be postponed for one month, and Items 10a and 10b be postponed for two months, all at the request of the applicants. Curtis McCarty seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Dave Boeck, Jim Gasaway, Cynthia Gordon, Tom Knotts, Curtis McCarty, Roberta Pailes, Chris Lewis, Andy Sherrer
NAYES	None
ABSENT	Diana Hartley

Ms. Tromble announced that the motion, to postpone Items 9a, 9b, and 12 for one month, and Items 10a and 10b for two months, passed by a vote of 8-0.

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Item No. 2, being:

CONSENT DOCKET

Chairman Sherrer announced that the Consent Docket is designed to allow the Planning Commission to approve a number of items by one motion and vote. The Consent Docket consisted of the following items:

Item No. 3, being:

APPROVAL OF THE APRIL 12, 2012 REGULAR SESSION MINUTES

Item No. 4, being:

COS-1112-7 – CONSIDERATION OF A NORMAN RURAL CERTIFICATE OF SURVEY SUBMITTED BY RONALD AND BOBBIE TRITTEN (CENTERLINE SERVICES, L.L.C.) FOR TRITTEN ACRES, GENERALLY LOCATED AT THE NORTHWEST CORNER OF TECUMSEH ROAD AND 96TH AVENUE N.E.

Item No. 5, being:

CPC-1112-2 – CONSIDERATION OF A CERTIFICATE OF PLAT CORRECTION FOR THE FINAL PLAT FOR COBBLESTONE CREEK GOLF CLUB, GENERALLY LOCATED EAST OF 12TH AVENUE S.E. AT COBBLESTONE CREEK DRIVE.

Item No. 6, being:

PP-1112-12 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY SHAZ INVESTMENT GROUP, INC. (SMC CONSULTING ENGINEERS, P.C.) FOR INDEPENDENCE VALLEY ADDITION, GENERALLY LOCATED SOUTH OF CEDAR LANE ROAD AND APPROXIMATELY ONE-HALF MILE WEST OF 12TH AVENUE S.E.

Item No. 7, being:

PP-1112-13 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY EAGLE CLIFF LIMITED PARTNERSHIP (SMC CONSULTING ENGINEERS, P.C.) FOR EAGLE CLIFF SOUTH ADDITION, GENERALLY LOCATED ON THE WEST SIDE OF 12TH AVENUE S.E. APPROXIMATELY ONE-HALF MILE SOUTH OF CEDAR LANE ROAD.

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Chairman Sherrer asked if anyone in the audience wished to remove any item from the Consent Docket. There being none, he announced that staff has requested Item 5 be removed from the Consent Docket.

Jim Gasaway moved to place approval of Item Nos. 3, 4, 6 and 7 on the Consent Docket and approve by one unanimous vote. Chris Lewis seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Dave Boeck, Jim Gasaway, Cynthia Gordon, Tom Knotts, Curtis McCarty, Roberta Pailles, Chris Lewis, Andy Sherrer
NAYES	None
ABSENT	Diana Hartley

Ms. Tromble announced that the motion, to place approval of Item Nos. 3, 4, 6 and 7 on the Consent Docket and approve by one unanimous vote, passed by a vote of 8-0.

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Item No. 3, being:

APPROVAL OF THE APRIL 12, 2012 REGULAR SESSION MINUTES

This item was approved as submitted on the Consent Docket by a vote of 8-0.

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Item No. 4, being:

COS-1112-7 – CONSIDERATION OF A NORMAN RURAL CERTIFICATE OF SURVEY SUBMITTED BY RONALD AND BOBBIE TRITTEN (CENTERLINE SERVICES, L.L.C.) FOR TRITTEN ACRES, GENERALLY LOCATED AT THE NORTHWEST CORNER OF TECUMSEH ROAD AND 96TH AVENUE N.E.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Norman Rural Certificate of Survey
3. Staff Report
4. Greenbelt Enhancement Statement

The Norman Rural Certificate of Survey for TRITTEN ACRES was approved on the Consent Docket by a vote of 8-0.

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Item No. 5, being:

CPC-1112-2 – CONSIDERATION OF A CERTIFICATE OF PLAT CORRECTION FOR THE FINAL PLAT FOR COBBLESTONE CREEK GOLF CLUB, GENERALLY LOCATED EAST OF 12TH AVENUE S.E. AT COBBLESTONE CREEK DRIVE.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. Memo from Ken Danner
4. Certificate of Registered Land Surveyor – Correction of Plat
5. Plat Correction – Final Plat – COBBLESTONE CREEK GOLF CLUB

PRESENTATION BY STAFF:

1. Ms. Messner noted the memo and attached letter that were distributed earlier in the day via email. The Oklahoma State Statutes allow for two methods of either changing a plat or correcting a plat. The first, such as this item before you, is to correct a scrivener's error on a plat. The surveyor for Cobblestone Creek Golf Club filed documents that a scrivener's error was made, and the item was put on the agenda. However, since then, we have heard from an attorney for one of the residents who is disputing whether or not it is an actual scrivener's error on the plat, or whether it is the type of error that requires a District Court action and notice to the entire neighborhood and adjudication by a judge. For that reason, staff is requesting that the Planning Commission postpone the item so that determination can be made. Staff is recommending postponement for an indefinite period of time.

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Curtis McCarty moved to postpone CPC-1112-2 indefinitely at the request of staff. Cindy Gordon seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Dave Boeck, Jim Gasaway, Cynthia Gordon, Tom Knotts, Curtis McCarty, Roberta Pailes, Chris Lewis, Andy Sherrer
NAYES	None
ABSENT	Diana Hartley

Ms. Tromble announced that the motion to postpone CPC-1112-2 indefinitely passed by a vote of 8-0.

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Item No. 6, being:

PP-1112-12 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY SHAZ INVESTMENT GROUP, INC. (SMC CONSULTING ENGINEERS, P.C.) FOR INDEPENDENCE VALLEY ADDITION, GENERALLY LOCATED SOUTH OF CEDAR LANE ROAD AND APPROXIMATELY ONE-HALF MILE WEST OF 12TH AVENUE S.E.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Preliminary Plat
3. Staff Report
4. Greenbelt Commission Meeting Summary
5. Greenbelt Enhancement Statement

The Preliminary Plat for INDEPENDENCE VALLEY ADDITION was approved on the Consent Docket by a vote of 8-0.

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Item No. 7, being:

PP-1112-13 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY EAGLE CLIFF LIMITED PARTNERSHIP (SMC CONSULTING ENGINEERS, P.C.) FOR EAGLE CLIFF SOUTH ADDITION, GENERALLY LOCATED ON THE WEST SIDE OF 12TH AVENUE S.E. APPROXIMATELY ONE-HALF MILE SOUTH OF CEDAR LANE ROAD.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Preliminary Plat
3. Staff Report
4. Greenbelt Commission Meeting Summary
5. Greenbelt Enhancement Statement

The Preliminary Plat for EAGLE CLIFF SOUTH ADDITION was approved on the Consent Docket by a vote of 8-0.

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Item No. 8, being:

CONSIDERATION OF A REQUEST SUBMITTED BY SHANAH AHMADI FOR PROPERTY LOCATED AT 1515 WEST MAIN STREET.

8A. ORDINANCE NO. O-1112-36 – SHANAH AHMADI REQUESTS REZONING FROM R-1, SINGLE-FAMILY DWELLING DISTRICT, TO PUD, PLANNED UNIT DEVELOPMENT DISTRICT, FOR PROPERTY LOCATED AT 1515 W. MAIN STREET.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. PUD Narrative
4. Site Plan

8B. PP-1112-14 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY SHANAH AHMADI (PRIORITY LAND SURVEYING, L.L.C.) FOR ROSE ROCK ADDITION, LOCATED AT 1515 W. MAIN STREET.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Preliminary Plat
3. Staff Report
4. Transportation Impacts
5. Site Plan
6. Pre-Development Summary
7. Greenbelt Commission Meeting Summary
8. Greenbelt Enhancement Statement

PRESENTATION BY STAFF:

1. Ms. Hudson – The application is for Rose Rock School. They are proposing to go from R-1, Single Family Dwelling District, to a Planned Unit Development. Instead of using R-1 with a Special Use, they have gone to the Planned Unit Development request so that the staff can live on-site temporarily. The applicant is proposing a park-like setting for this development. The parcel is approximately 3.72 acres with about 2.6 acres set aside for open space. There are building setbacks established in the PUD with a 20' setback on the west property line and a 30' setback on the north property line. The proposed development is phased and completion is expected Spring of 2016. Although we have not seen a lighting schedule, the applicants will be required to adhere to the adopted Commercial Lighting Standards, which will require full cutoff fixtures. All traffic will access from Main Street. The existing drive will be widened, repaved, and improved for accessibility. A traffic signal is warranted and recommended to be installed with the third phase of development, which is approximately 2014. The applicant has also proposed a security gate at the entrance just off of Main Street, and the gate will be required to adhere to the City standards to allow for emergency vehicles to access the site. The parking count does meet the zoning requirement standards. The applicant acknowledges at times they'll need to accommodate additional parking for visitors when they have an event going on on-site. They have proposed that the open area on the south end of the property can be used for the temporary parking needs. Staff also discussed with the applicant's representative the need to make sure that no cars park along Main Street or in the right-of-way outside on the south end. This is the subject tract showing the existing zoning in the area. The light area is residential, R-1, and the red is C-2. The lighter pink is C-1.

I have some slides: south side of Main Street looking onto the site; on-site looking toward the house to the east; west property line looking southeast with Main Street in the corner; north property line looking south; east property line looking northwest with the house; east property line showing the trees; looking north; east property line looking south out toward Main Street with Wiley in the distance; looking north with the start of the circle drive for dropping children off, looping around and coming out toward Main; on-site looking west with the house on the right; at

the front of the house looking toward Main Street; at the entrance looking across at Wiley; at Wiley looking across to the entrance.

We feel like the PUD has established some safeguards that should minimize any adverse impacts on the nearby single-family residences. Staff does recommend approval of this request for the Planned Unit Development. I have to note that there were protests received -- 38.9%. There's your protest map with the pink area the protests and a letter of support, from the parcel noted in green.

2. Mr. Gasaway – Are there any regulations for parking on the grass area when there's a larger crowd?

3. Ms. Hudson – I checked with Legal and, because that is in their PUD, they have noted that as their suggestion to take care of the additional parking. If it goes through and the PUD is approved by Council, then that will be okay for them to park there during those times.

4. Mr. McCarty – Could you address traffic study in the area – what the City staff has looked at and what they're recommending?

5. Ms. Hudson – The only thing I can address is the fact that in my staff report I noted that the signal was required and that they did say that they would like it to be in at the third phase. I believe staff is here to answer any questions that you might have on that as well.

6. Ms. Pailles – Just to clarify, the nine spaces along the driveway is the only temporary visitor parking?

7. Ms. Hudson – There are actually 18 spaces on the site plan – or 21, possibly. That's what they're required to have. Parking is one per employee with adequate drop-off space for the children.

8. Ms. Pailles – The only visitor parking is along the driveway. Is that correct?

9. Ms. Hudson – Yes.

PRESENTATION BY THE APPLICANT:

1. Jack Eure, 1017 Kings Road and current homeowner at 210 North Sherry – I'm the architect for Rose Rock School proposed rezoning at 1515 West Main Street. I thank the Planning Commission, members of staff, neighbors and various supporters of Rose Rock School. Our design team includes Rizwan Najmi, civil engineer; B.J. Hawkins and Wayne Russell, traffic engineers; and Craig Outland, surveyor. We present tonight on behalf of Rose Rock School Foundation, a non-profit group led by Shanah Ahmadi. Shanah is going to share some introductory remarks for those unfamiliar with Rose Rock.

2. Shanah Ahmadi – I am the president of the Rose Rock School Foundation and also the kindergarten teacher and the founder of the school. Rose Rock School became a non-profit this past January, and before that we have been present in Norman as a sole proprietorship under the name of the Purple House. We have a thriving program. Currently there are over 40 children on the waiting list, and that's why we've been looking for a place to expand. At our current property only 11 children can attend. The program itself is play-based and relationship-based, caring for children ages 2 through 6. Play-based meaning that there is a lot of research that indicates that children learn best through experiential learning between birth and 6 years old. So they help with gardening and some simple cooking and playing and building and just generally enjoying themselves. That is why this property is so important, because of the large outdoor space that's available for them to explore. It's relationship-based meaning that I have been a caregiver for the past five years here and one employee has been there for three years

and a new employee has been there for a year now. The children grow over time with their primary caregiver and also with their peers. There is very little change in the student body. Typically these children will begin coming when they're 2 and carry on through their 6 year old time when they leave to go off to first grade. We're hoping that in the near future they won't have to leave to go off to first grade, because in the site plan we've indicated the possibility of building a 1st through 8th grade curriculum. That curriculum is Waldorf-based, meaning that there's an emphasis on ecological stewardship, healthy social relationships, and the teacher takes the time to attend to each student's individual needs. It's a classical education, but it's individually customized to expound on the student's strengths and to meet them where they struggle and to help them through that struggle. Whenever we would expand to our 1st through 8th grade we would bring in a teacher and that teacher remains with the same class from 1st through 8th grade. That is how they're able to adequately customize the education to meet the child, and also to get to know the parents really well over that time. It's a tight-knit community of families. This is a picture of a festival that we recently had at the new property. It's a Maypole festival; it's very beautiful. We have about four to six festivals a year, and we're planning on inviting all of the neighbors in the area always to attend as we want the children to know that there's a life beyond the borders of the community and that they're open and accepting and loving.

3. Jack Eure – Rose Rock was drawn to the property at 1515 West Main Street out of a spirit of stewardship and preservation. Rose Rock's plans call for setting aside 68% of the property as dedicated green space. The site has numerous mature trees. This plan calls for the preservation of almost all of them. So, in listening to what follows, I ask that the audience consider that Rose Rock is an owner devoted to stewardship. Ours is a design team experienced in historic preservation. I don't have to tell you that most other owners would be mostly driven by profits and have less regard for preservation. So if you like the property as it is, and you would rather not see it become a strip center or apartment buildings, then please join us and support the proposed rezoning for Rose Rock School.

This image shows you the 3.27 acre site, the surrounding homes, the frontage along Main Street. I'd like to offer a few remarks about the site plan. The major elements include the buildings, the paving, and the green space. The existing home is here. Plans for the existing home are for careful preservation in keeping with the international style architecture. The home dates from the 1930s. Proposed grades 1 through 4 are planned for here. Grades 5 through 8, plus gymnasium, are proposed here. The paving overlays the existing and, as Jane said, widens and improves it. The way that this drive functions is important for tonight's discussion. It's two-way up to this point, aligned with the traffic signal proposed for Wiley Road to allow for safe passage of pedestrians across Main Street. When you get to this point, the round-about becomes one-way, but it remains two lane. The inner ring is for traffic that keeps moving. This is kind of like going to the airport. The outer ring is for cars that pause for drop-off and pick-up of kids. Beyond that, there is staff parking, and this is visitor parking as well as staff parking. On those occasions when Rose Rock plans for festivals or for other events – dramatic performances, that kind of thing that require abundance of parking, there are a couple of options planned. One is parking as we described in this field at the southern portion of the property. For events which require even more parking, we have an agreement with the owners of the parking facility at 24th and Main, which has Hastings Video. So that would be proposed shuttle service. In other words, Rose Rock is committed to respecting the tranquility of the existing neighborhood and through communication with parents and other attendees plans to prevent any unwanted intrusion of traffic into the surrounding neighborhood. Green space is our third main element. This project calls for setting aside 68% of the property as green space. You have this big activity field for playing sports. You have another field here and then another one here that kind of stretches along the eastern property line. The character of the site, in keeping with Waldorf tradition, is going to involve careful cultivation of landscape. We're anticipating turf grass for fields. We're talking about lots of gardens, native and drought-tolerant plants, flower gardens – these sorts of things.

Our development plan is divided into four phases. Phase 1 is to bring the current building up to code, beginning in Fall 2012. This will entail 35 students and 5 staff total. Phase 2 is to enclose the third floor roof deck, add an elevator and fire stair, add fire sprinklers, and this is the beginning of 2013 – brings the total to 65 students, total staff 7. Grades 1 through 4 beginning 2014, total 155 students and this is about 30 students per grade; total staff 14. At this stage we will also add the traffic signal and two out of three fire plugs. So there will be a fire plug here and another fire plug here. The final phase, Phase 4, adds grades 5 through 8 with a second story gymnasium. This is projected as 2016. Total 275 students; total staff 18. At this stage we will also add the third fire plug. Elevations. The existing home, again which dates from 1930 – concrete construction – is planned for careful preservation. The proposed addition – and this would be the view that you would see from Main Street, so this is the south elevation – respects the lines and the height of the existing building, while adding additional height as needed for the function of a basketball gymnasium on the second floor. Why is the gymnasium on the second floor? Well, we could have put it on the first floor, but that would have gone against our principle of preserving green space as much as humanly possible on the site. We could have added a great deal of additional parking as a similar sort of thing, but Rose Rock is committed to conserving green space on the site.

Riz Najmi, our civil engineer, will address this in more detail, but I wanted to point out this playing field in the northwest corner doubles as site drainage. I wanted to point out, because of the careful design of this facility, that there will be no additional storm water outflow from this site over the current conditions. I'd like to say a few words about dialogue. Our design team, Rose Rock's board of directors, the parents of Rose Rock, invite dialogue with our respected community members in an open and collaborative process. We will continue the process of dialogue tonight and we welcome it. I'd like to speak in particular to one concern that we've heard related to the change of plan from pursuing R-1 to Special Use PUD. The City's Planning Department requires a Pre-Development Meeting during which City and neighbor comments and concerns are addressed. Rose Rock was initially encouraged by City staff to pursue a modified Special Use R-1 zoning. After the Pre-Development Meeting, City staff recommended pursuing a PUD zoning instead. Why? Because Rose Rock's plans include a temporary period during which two staff members will reside in the third floor of the existing home. That is not allowed under an R-1 Special Use Permit. A PUD was required in order to match Rose Rock's plans with the City's zoning system. A PUD, unlike an R-1, also requires a PUD Narrative and a long-range projection of growth. So the long-range growth projection for the school of 275 students was a part of the PUD Narrative, but the more short-term estimate of 50 students was given at Pre-Development in keeping with the requirements of that zoning category. Once Rose Rock began abiding by the requirements of the PUD, writing the narrative for a phased development schedule, they put a finer point on their long-range plans and brought them into focus. Rose Rock has been honest and forthcoming at every step of the process. Many of the concern we are hearing stem from what seems to be a lack of familiarity with the City's zoning regulations and processes. The City developed Pre-Development meetings, as Jane Hudson said, are intended to identify and address concerns early on in the process and allow applicants time to address those concerns.

At this time, I'd like to turn things over to our civil engineer.

4. Riz Najmi – I'm the civil engineer on this project. I reside in Oklahoma City and I'm a licensed civil engineer in the State of Oklahoma. To begin with, I would say that City of Norman and City of Edmond are a civil engineer's nightmare to design with because of the stringent laws and the way they impose those laws to be implemented in the design. So when reading these comments of the protest letters that the neighbors had, a couple neighbors had the concern that this would be a drainage hazard. Well, the City won't let that happen. The City has such stringent storm water regulations that not a drop of water – when I say drop of water, this is literally worded as per design – allowed to exceed the pre level of runoff of the site was. Whatever the site was producing in terms of runoff before it was developed is what it will produce after development. The rest will be held on the site, and that's why we have those

green spaces and the retention basins. One of the biggest myths about a retention basin is that it is a breeding ground for mosquitoes. That happens when the retention basin is a wet pond where there is water stored in there at all times. This is an example of a dry detention basin. It looks nothing more than your back yard or front yard. This is all it's going to be at any given time, except when it rains. Obviously, when it rains, water is going to collect in this slowly for a couple hours – two – three – four hours – depends upon the discharge rate that's demanded for the site, and then goes out to the discharge structure and then, after a few hours, it again gets back to this normal state. So for a majority of the time, the site is going to look like this. There is not any standing water to provide a breeding ground for mosquitoes. There is not any hazard for children out there for drowning or any of that conditions. This is just a plain back yard. I've done designs where they had football fields – the detention basins would be used as football fields at other times except when it rains and it's a catchment area. The primary concern I had here was to make sure the people understand that this detention basin or the drainage on this site is not going to negatively impact any of the neighbors downstream. And downstream is a problem. Upstream no one is going to have any issues. Downstream of this development every measure is going to be taken and the City will make sure that we follow all the bylaws that the City has to ensure that the neighbors downstream are protected from any surcharge of this water. Going back to the site that we have, this is what we have planned for this development. This is a detention basin, and this here is a very shallow detention area – I won't call it a basin, because the depth is like 6 inches deep. You need to imagine it's like your curb. That's how deep it is comparative. You won't even feel this depression, but this will act as a major detention basin when it rains. Water will be carried through this channel here along the west of the building back into this detention basin, which again will be just green turf at any given time, except when it rains. Then it goes back to the natural point of discharge. When I say natural point of discharge, know that this is the point where the site drains right now. We will make sure that water will go out of that site at that point. Again, I want to make sure that I make it loud and clear that we will not be negatively impacting any of the downstream neighbors with this development. I think that was the major engineering feature of this site. Apart from that it's all paving and grading as per the City regulations. I don't think anybody has any issues with the pavement. The pavement was there to begin with. We'll just make sure we'll enhance it and make it a better pavement in this location. If anybody has any questions or concerns about the design, I would be more than happy to talk to them and clarify them at this time.

5. Ms. Gordon – That main field in the front is where you're going to have overflow parking. Correct? Is that right?

6. Mr. Eure – There will be two types of events that we foresee. One in which that site is appropriate for the event. There may be events where that field is occupied by activities. So in that case an agreement has been made with off-site parking and shuttle service.

7. Ms. Gordon – The placement of the buildings – particularly that large building on the west side. Is that just for aesthetics? Or was that because of drainage?

8. Mr. Eure – There are many factors that go into building placement. Among them was a goal of preserving. One thing we've learned during this process is this home and this property is much beloved by almost everyone that we talked to. People know about this property. They like this property quite a bit. So our intent was to preserve this row of trees, this green space, and to preserve the existing home. When you start setting aside big blocks of green space to preserve them, and then you start to understand where site traffic needs to occur, if you're trying to align with Wiley Road, for example, you're left with the northern half of the property. We designated this area at Riz's recommendation for site drainage. That area needed to be set aside. We also wanted some outdoor space in this corner to provide for grades 1 and 2 over here. So every grade looks out onto green space in this configuration.

9. Ms. Gordon – So, if I'm hearing you correctly, the decision to put that building on the west side was to maintain, essentially, the aesthetic quality of the property and the original home site kind of for the people of Norman.

10. Mr. Eure – Yes. One thing I would point out that I failed to mention before is that, in putting the gym on the second floor, there are no transparent windows in that level that look out onto people's yards. So that need not be a concern in terms of privacy.

11. Mr. McCarty – I suppose you have a written agreement from the shopping center that allows for parking.

12. Mr. Eure – That is in process. We have the agreement in the works. We have been addressing these concerns kind of in an ongoing process.

13. Mr. McCarty – What happens if the shopping center changes owners after you get an agreement? What's your plan for parking?

14. Mr. Eure – I think that we would begin interviewing other off-site parking owners if that were to be the case.

15. Mr. McCarty – And this shuttle service is something that the school was going to do?

16. Mr. Eure – It's going to be on a contract basis.

17. Mr. McCarty – Is that something important that the City needs for the PUD is that they have an agreement for parking? Is that important for us to have?

18. Ms. Connors – I think City Council is going to want, perhaps not the final document, but it would be a condition of approval that they probably gain that before a the plat is recorded.

19. Mr. Knotts – Is this house on the Historic Register?

20. Mr. Eure – It is not, but we are exploring putting it on the National Historic Register.

21. Mr. Knotts – And you feel that these alterations are compatible with that?

22. Mr. Eure – Yes.

23. Mr. Boeck – This gets into standards for designing schools. When you have 275 students, that's a lot of students. It's bigger than Lincoln, in terms of the number of students, and I think of all the elementary schools around, there are standards for cafeterias and certain size gymnasiums and space. Certain sizes for activities. You talk about all this green space, but to house 275 students I don't see how that can be done with the standards that I've used to design schools before.

24. Mr. Eure – State standards on a per square foot basis in Oklahoma require 30 square feet per student. We've allotted 50, in keeping with the Texas and New York standards. So, not only have we met, but we've exceeded by a pretty wide margin.

25. Mr. Boeck – When you say 50 square feet per person, what does that include?

26. Mr. Eure – Well, that's actual classroom space. In addition, there are central multi-purpose halls in both wings. Grades 1 through 4 has a central hall that accommodates dining. Grades 5 through 8 has a central hall as well that accommodates dining. There are multi-

purpose type spaces with a great deal of flexibility designed in. In addition, the gymnasium on the second floor, which is not a required space, adds a ton more square footage, a great deal more flexibility for dramatic performance, for athletic activities. So, again, the goal was to not just meet, but to exceed standards.

27. Mr. Boeck – Okay. Say you have a basketball game. I don't know if you'd have a basketball team or basketball teams and family and friends come to watch a basketball game and an out-of-town group comes to watch a basketball game. Is there space in this for bleachers and, again, would this be using the parking down the street to take care of all the needs for that kind of thing, because that's a standard part of school activity?

28. Mr. Eure – The short answer is yes. To the extent that any activity requires parking in excess of what we can provide on-site, Rose Rock will provide that parking off-site. Yes, the gymnasium includes room for bleachers.

29. Mr. Gasaway – Is there a central kitchen built in? Is there room on the circle drive for the delivery trucks that will bring the food to turn around?

30. Mr. Eure – There is. The turn-around is sized for the longest emergency vehicles and delivery trucks that will ever visit the site.

31. Ms. Pailles – Out of curiosity, where are the dumpsters located because, again, those have to be picked up by the big truck.

32. Mr. Eure – This is the area for trash collection right here. Rather than go with dumpsters, part of the Waldorf pedagogical approach has to do with the conservation of resources. There is going to be a lot more recycling than is probably normal. The trash flow is anticipated to be less. The existing property has cart service. It will be expanded as needed to accommodate trash flow.

33. Ms. Pailles – Then a question for staff. R-1 Special Use prohibits people living on site?

34. Ms. Connors – Yes, it does.

35. Ms. Pailles – It seems ironic for an R-1 designation.

36. Ms. Connors – Well, the special use is for a school, and that doesn't allow. We looked a great deal into that when this first came forward.

37. Ms. Pailles – Because I can see an objection might be to the PUD designation, since – I wish Waldorf well, but schools fail, and should it fail then a PUD ...

38. Ms. Connors – It would have to come back for a zone change. There is no other use allowed in this Planned Unit Development except school. That's its sole land use allowance.

39. Ms. Pailles – Then the last question. My kids attended Lincoln which would be a relatively analogous student body. I just don't see the parking suggestions working. You're bound to have very involved parents – that's kind of the nature of this school. I just don't see this working, because I'm familiar with where parents park. You're carrying costumes. You've got young siblings. It would be my guess they're going to end up parking on Foreman Avenue if there's not accommodating on-site parking. It's a lovely design, but it seems to me that designating on-site parking for parents might be recognizing the inevitable. The shuttle is a wonderful idea; I just have an idea that a lot of parents would short-circuit that and park in the neighborhood. I don't

know the parents and neither do you. I think it would be better to say, look, parents need to park right near to the school and we have to designate land for that function.

40. Mr. Eure – We have B.J. Hawkins and Wayne Russell, with Traffic Engineering Consultants, who have done a professional study of traffic flow and the parking requirements of the site, and they will speak to this in more detail right after this. But a couple of points to that. One is that, in terms of on-site parking, again, it's an important Waldorf value that green space be preserved. It's an important neighborhood value that green space be preserved. If we were up here proposing a 200 count parking lot, we would be fielding objections about the amount of paving, perhaps, I would suggest. What we have discussed as a design team and as a school is that Rose Rock will be firmly behind the policy of disallowing parents to park on Foreman or in the surrounding neighborhood. Period. That goes into the PUD Narrative. In that sense, it's binding. For those activities that require more parking than this site affords, we have made arrangements.

41. Mr. Lewis – I have a follow-up, and actually it's from comments that Commissioners Pailles and Gordon made, in regard to the green space. I applaud Waldorf's values of keeping green space beautiful – of great landscaping. I mean, the presentation that you've given makes it look like a beautiful garden. But common sense comes into play here and it says that if we're parking on the grass, how often are we parking there and is it going to turn into something that looks like Reeves Park after one of the events we have down there? I have great concern that after one event or two events or even three events all you're going to have in that front yard is dirt. So that's kind of an oxymoron for me, when you're saying we're going to have beautiful green space but yet we're going to park all these cars on it, which is going to kill it. Can you please explain that to me?

42. Mr. Eure – Well, I think to some extent I'll be repeating myself. But I will say that we will work with the City to address that concern. I will offer my traffic engineers to comment on it as well.

43. Mr. Lewis – Okay. Help me understand. When you park a car on grass, it kills it. What is there to explain? Do you see what I'm saying? We're using a green space for a parking lot, but yet we have these values of keeping the gardens beautiful for the neighborhood, specifically. It just doesn't make sense we're going to park cars on that and actually kill the grass.

44. Mr. Eure – Right. I understand your point and I appreciate it. There are no gardens, as such, planned for this space. This field is designated for athletic activities. Rose Rock is very mindful of its grounds and of its landscape and of its turf and of the conditions and of those sorts of things. So after a heavy rain, for example, that would probably be grounds to have off-site parking for events. Again, I think that to understand this design, one must also understand the Rose Rock culture. The current, admittedly small, student body of Rose Rock involves about half the parents either walking or biking to work daily. This is a group that is very passionate about resource conservation and so this site plan may look strange and unfamiliar to those accustomed to conventional development. The PUD process, I would suggest, is designed precisely for the kind of development that doesn't pursue the normal path. Does that, in any way, answer the question?

45. Mr. Lewis – Being very candid, unless your cars levitate, you're going to be parking on the grass and it's going to kill it. If we're in the middle of summer, we're not in a rainy period, then chances are what you're going to end up with is a dirt pile. I just have great concerns about the parking proposal.

46. Mr. Eure – What I can tell you is that our design team will meet together with our civil engineer and we will address the concern. I know that there are designs – very expensive design solutions that exist for just this problem. Turf paving units – permeable paving units that

allow grass to grow up in designated areas. So we can look at some options. Like I said, I can assure the Planning Commission that we will work with the City to address the concern.

47. Ms. Ahmadi – As Jack stated earlier, the parent body is very committed to car-pooling, walking, and biking. A lot of them are interested in pursuing this particular property because it's centrally located and it makes it actually easier for even more people to use a pedestrian mode of transportation to get to work juxtaposed where we are now which is a little bit more out of the way for certain people. To be clear, we won't be having events every weekend. So, like I stated at the very beginning, the typical event schedule is we would have four festivals a year and we'll say that 25% of the people would carpool or bike or walk. In the event that it looked like the lawn was taking a heavy hit, I'm sure that all of the staff and parent body would be committed to just avoiding that activity, because no one wants it to be ugly. The aesthetic is very, very important to us and it's actually kind of critical to the curriculum to surround the children and the teachers with beauty.

48. Ms. Pailes – I know you told us this. I'm just blanking. The fence along the front paralleling Main – how tall and made out of what?

49. Mr. Eure – What we've discussed at this point – and, again, we're kind of at a very early stage in the process. Things have not been precisely nailed down. But what we have discussed in general terms is a fence that preserves the transparency of views from car level height as you're going along. That doesn't mean chain link. It may mean kind of a higher end gridded steel fence that allows for the growth of some vines and flowering plants, which would serve the purpose of a fence and, again, still provide visual connection between Main Street and the property.

50. Ms. Pailes – How tall?

51. Mr. Eure – Four feet.

52. Ms. Pailes – I know team sports aren't a big deal with Waldorf, but you wonder about balls sailing over the fence and onto Main Street. So maybe four is not quite high enough?

53. Mr. Eure – Perhaps. We'll discuss that. Concern noted.

54. B.J. Hawkins, 404 S.W. 171st Street, Oklahoma City – I'm a traffic engineer. We conducted the traffic impact study, which was conducted on the standards which are approved by the City of Norman. We started by collecting existing traffic data at the intersection of Wiley and Main. This was done by peak hour turning movement counts, during the a.m. and p.m. peak hours, and setting two 24-hour volume counts on each leg of the intersection. We projected the traffic out to 2016, which is full build-out of the project, using a 1.25% annual growth factor which was given to us by the City of Norman. We generated the traffic for the school based on the Institute of Transportation Engineers Trip Generation Handbook. It's kind of hard to see, but the numbers do not equal out to one vehicle per student, just based on car-pooling, families having more than one student per household – but these are all given in the ITE trip generation book which is now nationally accepted throughout our industry. The trips were distributed at the intersection based on anticipated usage and we added the site trips to the 2016 projected trips for our review and analysis. Our analysis found that in 2016 it was a level of service F turning out of the school. We did a traffic signal warrant analysis and it was determined that under the 2014 traffic, which was Phase 3, it did meet the peak hour volume warrant and with a traffic signal in place it would make the levels of service acceptable, and back to the original levels of service which are out there today. We do not anticipate any vehicles backing up on Main Street from the east, and any vehicles that might stack up from the west have about 800 feet of the 5th lane (the center lane) on Main Street in case they did need to stack up. The school has also looked

into staggering the times for the classes, which would further ease any delays or anything at the intersection. I don't think anything is set in stone, but it's something they are exploring. Just to put this school in perspective – the size – this is 275 students. The nearby Cleveland Elementary has 551 students; Jackson Elementary has 520 students; Alcott Middle School has 680; and Norman High School has 1700 students. So this is quite a bit less than any of those and even half of the competing elementary schools in the area. As far as the parking, Wayne Russell is going to address that.

55. Wayne Russell, 3917 Annalane Drive, Traffic Engineering Consultants – I think, Commissioner Lewis, your point about parking on the grass and killing it is absolutely right. I think what we anticipate having to have happen is some maintenance, especially if there's going to be some sports – and I don't know what it would be – maybe soccer or something like that. If they're going to do that, you can't do that on a dirt field, either. There would have to be some ongoing maintenance for them to be able to make sure that that's a good field to play sports on, as well. So I think there's a drive to do that from another standpoint. In other words, to be functional for that, it would need to be maintained, much like any grass football field is. It's got to be maintained, because it wears down. With the parking, I think the point you're getting at, Commissioner Pailles, is that the school won't have a lot of control over people that come to the sporting events. What the school does have control over more is the people that go there – the parents that are bringing their own kids there. I think those are the ones that they could expect to say don't take up parking spaces onsite. You can go to the shuttle place and I think that they would probably have some pretty good compliance from the parents of the students. If you get the parents of the students parking off-site and taking the shuttle it leaves virtually all the parking onsite that could be taken by visitors. We're not looking at a Norman High football game type traffic anyway. I think the sporting events would not see the kind of traffic that's going to overflow an entire neighborhood. But I think you're right. Without a sign there, there's no way to make them not park there. As far as it behooves the school, I think they would try to control the people that they have control over, and leave the parking – they'll park onsite before they would go to a street, anyway. So as long as there's some parking onsite, that's the closest place and traffic will always go as close to the front door as they can get.

55. Mr. Gasaway – Mr. Hawkins, you mentioned you didn't anticipate any backup onto Main Street, especially going east. I've had some experience picking up kids for an after school program at Community Christian and they're exceedingly efficient there getting kids into the cars. They have a hired traffic person in the street outside the school and several teachers almost literally stuffing kids into the cars as fast as they can go, but when that starts there are cars backed up for 3 or 4 blocks parked on the street, all trying to be first to get their kids, and we're sitting there for 10-15 minutes blocking that street. How could it not back up onto Main Street? Let's say you had even 200 cars.

56. Mr. Hawkins – From the east we are only projecting 33 cars in the a.m. and 18 in the p.m. picking up the students. With the teachers and staff directing traffic and staggered let out times, it should be able to alleviate any delays, especially from the east where you cannot, obviously, stop on Main Street.

57. Mr. Eure – I just wanted to mention that B.J.'s studies preceded the point where Shanah proposed, in response to neighbor concerns, I might add, a staggered drop off/pick up schedule, where each grade is staggered 15 minutes. So, according to that schedule, the day begins earlier for 8th graders and then 15 minute increments steps down to the younger kids on site. By this policy, there is anticipated to be no more than a peak of 70 kids dropped off at any given 15-minute increment. I just wanted to add that.

58. Mr. Hawkins – Additionally, there is around 300 feet of stacking from Main Street all the way to the traffic circle that vehicles could sit and park along and then, obviously, along the circle where teachers will be lining up, getting kids in and out as quick as possible.

59. Mr. Sherrer – Let me make sure I understood that correctly. You said that there would be 33 at the peak time, but then you said there's 70 students.

60. Mr. Hawkins – Total students. I'm talking about percentages – if you broke them up into percentages from each direction. Once again, I'm talking about trips instead of students. Like I was saying earlier, one student doesn't always equal one trip.

61. Mr. Sherrer – I guess that's my question. Quantify how you arrived at that kind of a percentage of cars versus students.

62. Mr. Hawkins – It's just based on that trip generation handbook that we use in our profession.

63. Mr. Eure -- I know there are some parents and friends and supporters of Rose Rock who have turned out tonight who may need to get their kids home. I wanted to allow them an opportunity, those who support the rezoning, if you'd like to stand right now, just for a moment and raise your hand. And if you need to go, that's fine. Thank you.

AUDIENCE PARTICIPATION:

1. Nancy LaGreca, 1017 Kings Road and a current homeowner at 210 North Sherry Avenue – I've been a resident of Norman for eight years. I own a house a few blocks away from the property under consideration on North Sherry Avenue. As a property owner of eight years in the surrounding neighborhood, and someone who loves the neighborhood very much – Towne and Country Estates – gorgeous neighborhood – someone who cares about the property values in this matter, I would like to speak strongly in favor of the proposed rezoning for Rose Rock School. I've read the letters of protest against the rezoning and I would like to address the two most frequently voiced concerns in the letters – traffic and property values. We've already heard from our traffic expert, but I just want to emphasize he's a traffic engineer who performed the consultation – B.J. Hawkins. B.J. works for Traffic Engineering Consultants, the leading traffic consulting firm in Oklahoma City. These people are professional engineers who have spent years studying consulting regarding traffic flow. They analyze traffic every day – it's their job. They're not casual observers who make decisions on the basis of suppositions, the way you or I might. Back in April, B.J. confirmed that traffic will not present a problem for the school or the neighborhood. Since then, as we've heard, Shanah has developed the staggered drop-off schedule. As we've heard, traffic will be even less of a concern because the current make-up of parents whose children attend Rose Rock, roughly either half of them walk or bike their children to and from school, because many of them are concerned about the environment, they enjoy the exercise and fresh air, and they live close by. In sum, I do not feel that the traffic is going to be an issue here. So, to address property values and cleanliness – I can roll them into one. As a homeowner in the neighborhood, like many of you, I have an interest in the value of our property. That is why I was very excited and happy to know that Rose Rock School was planning to move to this location. Waldorf schools pride themselves on the beauty and cleanliness of their facilities. If any of you has not visited the current Rose Rock School, it is so tidy and clean and appealing that when I first visited I wanted to attend as a student myself and joked with my husband that I'd like to stay overnight and just live there. Waldorf schools have an international reputation for figuring among the most desired and sought after educational facilities in the world. Rose Rock will attract professionals and educators from across the region who want to entrust their children to the best possible educators. This, my friends, is good for Norman. It is good for the values of our homes. For hard evidence regarding the positive effect of Rose Rock on our property values, we can cite the word of Judy Hadley, real estate agent of

unrivaled experience, who is instrumental in the establishment of Norman's historic districts. Judy is confident that the school will, in fact, raise our property values. What will happen if the citizens and protests are successful in blocking the current rezoning process? I'm sure all of you have seen the typical types of development on Main Street. If we look around, it's dominated by parking lots and strip malls that have no regard for preserving green space or lovingly maintaining historic architecture. Rose Rock School is dedicated to preserving the trees – the green space – this historic architecture. They're our allies because they are trustworthy stewards of a beautiful property in our neighborhood. To those of you concerned about this rezoning, I ask you for the sake of our property, the quality of life, to get behind Rose Rock with your support, because your opposition increases the chance that we will end up with some of the prospective buyers – 7-11, strip center, high density apartment buildings – at 1515 West Main Street. Thank you for your attention and the opportunity to voice my positive support of Rose Rock.

2. Dee Fink, 234 Foreman Avenue – I would like to clarify what my concern is and what it is not. The concern that I feel, and most of the neighbors that I've talked to, is not about the school. If I had a young child, I would consider sending them to that school. The concern is not with the school. The concern is with the proposed number of students and the traffic problems that are going to result from that, given the size of the lot and the configuration of the streets around there. I think there are two root problems. The first is this is a small lot for 275 students. If the school stopped its growth at the end of Phase 3, with 150 students, I would remove my opposition. But when they're going up to 275, I feel that's a concern. The second root problem is the configuration of the streets. Around Main Street and that driveway, there's only one other street nearby on the north side of Main Street, and that's Foreman Avenue. I didn't realize we had powerpoint tonight, so I made my own pictures and I'll pass them around to you. You can keep them for a record. This is a picture of Main Street showing the driveway and only 50 yards away is where Foreman Avenue is. So it's close. It's the only street close and on the north side. So the question that's been raised already is what are parents going to do when they come in to drop off their school kids in the morning and pick them up in the afternoon? To help answer that, I went and looked at some of the other schools around that I think are comparable. One is Cleveland School just to the north of here. It's bigger, as has been pointed out. Not quite two times bigger, but bigger. But notice they also have their children bused in. It's a neighborhood school; people do walk in. Still, when you go out by that school at pick up time there are cars parked for 15-20 minutes ahead of time on all five blocks leading up to that. Here are two pictures of those showing cars parked – one on Iowa and one on Bryarwood – for quite a while before and after pick up time. That's even with busing; even with people walking in to a neighborhood school. That's five side streets going into that school. This one only has one – Foreman Avenue. The other comparable school I think is CCS. Again, about twice as large. But it's comparable to Rose Rock in that they're not bused in and they don't have walk in – they're out on the north side of town and people drive in for most – you've mentioned that already. But the lot for that school is humongous and much, much bigger than this lot for Rose Rock. They have very large parking lots on three sides of that building. As Jim mentioned, it's very well-organized. One lot is for the preschool, one lot is for the junior high or whatever, and one lot is for the high school. Still, at pick up time traffic is blocked. I have some pictures here. One just to show you what the lots are. This shows one of them. This other picture can show you – by the side you can see all three lots. Much, much bigger. They've solved the problem by just simply having large parking lots. So my prediction what's going to happen at Rose Rock at drop off time and pick up time – the parents are not going to be able to drive through that driveway and park and wait for their kids – 275 kids. I don't know how many cars are coming in. My best guess is it's somewhere between 150 or 200 are going to be coming through there. If you have multiple kids per family and some carpooling. What they're going to do at Rose Rock is exactly what they're doing at the other schools. They're going to park on the side streets and either drop off their kids and go over to school or park there and let them come over and meet them at the car. But, in this case, there's only one nearby street and that's Foreman Avenue and

that's going to back up. You take that three blocks or whatever and back it up on Foreman for all those five blocks around Cleveland – that's going to be a lot of cars on one street. I think there is going to be a major, major traffic problem at pick up time and drop off time. Thank you.

3. Dr. Arletta Knight Fink, 234 Foreman Avenue – I moved into that address on December 12, 1975, which means this is my 37th year in that house, so I know the neighborhood very well. Let me begin by saying that, as neighbors, we are not opposed to Rose Rock School, nor their curriculum. What we are opposed to is the rezoning from R-1 to PUD. Everyone knows that once the property is rezoned it will never return to R-1 and, with a PUD, it is one step closer to being rezoned to commercial. We've already experienced commercial rezoning when a gas station was built over the back fences of the houses on the east side of the 100 block of Foreman Avenue. There can be no quality of life when you cannot go into your back yard and have a picnic because of the gas fumes. That's how close the gas station was. The gas station is finally gone, but we don't want to go down that road again with anything zoned commercial around the neighborhood. The neighborhoods in our area, for decades, have been incredibly stable and very desirable neighborhoods in which to live. Typically the only time a house is available is when the homeowner has passed away and then most houses are sold before they ever go on the market. In fact, our area is so appealing that four individuals who grew up on Foreman Avenue and Holliday moved back and are now living in their family homes as adults. Our concerns about PUD moving to commercial are very real concerns because no one can say with any degree of certainty that Rose Rock School will be successful. They have a \$900,000 plus note that must be paid off and additional phases will cost well over \$3 million. That's a huge gamble for a group that we don't know anything about their track record and someone who is at the very beginning of their fund-raising. If they gamble and lose, they just pack up and move away. The rest of us are left to face an almost certain fight with a developer who will seek to rezone the property to commercial, and we could be facing another gas station in our back yards. We, as property owners, do not speak of the possibility of the school's failure lightly or maliciously – just honestly. The main reason we bring it up at all is because of the plight of an earlier private school. Some years ago a group of concerned individuals created such a school. It was an excellent school and was named after one of the most beloved, admired and respected educators in our area – George Lynn Cross. The future looked very bright, but over time enrollment declined and the school closed. If a school of that caliber can close, any school can close. That's just one more reason we are so fearful that, if the school fails, the second push for the property would be commercial and we could be dealing with a strip mall, a Sonic drive-in, or, God forbid, another gas station. I do not mean to be disrespectful or unkind. But given the possible scenarios we've presented here, we find it very, very hard to understand why we, the residents who have spent thousands and thousands of dollars and many years of our lives purchasing and maintaining our homes, have to be subjected to the negative impact a PUD can have on our neighborhood, all because one teacher and her family want to live on the property temporarily. Hear me out. That is the only reason the property has to be rezoned to PUD. That is so one teacher can live there. We are not understanding what taking up residency there has to do with the school. At our preliminary meeting, no mention was made of anyone living in the school. They were only requesting special permission for the school which requires no rezoning. We feel that they used bait and switch. It is totally unjust to put at jeopardy entire neighborhoods in order to accommodate one teacher and her family. We implore you to vote no to the request for rezoning from R-1 to PUD. Thank you very much.

4. Sherri Irvin, 636 E. Boyd Street – I'm a homeowner in Norman. I came here 7 years ago to become a faculty member at OU and I have a child who has attended the Rose Rock School since he was 9 months old. He has been there for a little over 3 years now. I can say without exaggerating and without reservation that the Rose Rock School is the best early childhood care center in Norman. I say that having done extensive research, knowing the community of Rose Rock very well, knowing many other families who wish that their children were at Rose Rock. As Shanah mentioned, there is a very long waiting list, and I think there are even people who

haven't bothered to get on the waiting list because they know that it is so long. The Rose Rock School has a very strong commitment to positive relationships among children, between caregivers and children, and with surrounding communities, and the Rose Rock School's mission really is to create a community. There's a really strong drive for sustainability at the Rose Rock School. I'm one of several parents who actually bring my child to school in a bike trailer and would continue to do that, especially given that there will be a traffic signal at 1515 West Main. I really feel that the Rose Rock School fills an unfilled need in Norman with regard to early childhood education, with regard to the quality of care, with regard to the level of activities and kind of activities that are provided to the children. There is a very, very strong demand and it's one of the things that makes me feel that I couldn't leave Norman. The second family that my child has at the school, the community that I belong to by virtue of his being at that school, are extremely valuable to me, and I think that many other people in this room would say the same thing. The school, in particular, places a premium on taking care of things – careful stewardship of things. There's a strong commitment to beauty of facilities. There's a strong commitment to beauty of landscape. There's a strong commitment to gardening that is one of the skills that the children learn. So I have no doubt that this school will address any concerns having to do with grass becoming bedraggled. That's the kind of thing that they specialize in – finding ways of solving those problems and making sure that everything in the school runs smoothly and that the beauty of the site is maintained. Thank you.

5. Jim Maguire, 401 Terrace Place – This is my father, also Jim Maguire. He was the previous homeowner of the house. He owned it for 37 years. No one loves this property more than we do. The only options that we had was for somebody to come in and tear the house down. Does anybody want that house torn down? Nobody cares more about this property than we do. Bud Wilkinson signed his contract in that basement. How do you destroy that? There were no offers for residential purchase. So in our eyes this is a great option and that's what we're here for, because – you know, they're about the kids, and that's what it's about is teaching these kids how to live every day. Maybe they'll have troubles with the school closing, and I see that, but it was either that or tear the house down or let it go to foreclosure. My dad broke his back. My mom died. The business went in decline. We were forced to sell. What can I say? It was either go into foreclosure or try and do this where they're going to maintain the school and keep the property. As far as the grass, all you've got to do is fertilize it. I've been around that grass for 37 years – I know how to maintain it. You can go to OU and they have the practice fields. They park their thousands of cars. You just fertilize and water. You can park cars there. We had parties there all the time and you've seen the grass. It maintained well. So we're here for this because there were no other options. We didn't want to see the building torn down; it's too historical. It was on the National Register, but when we changed the windows in the house they forced us to take it off that because they wanted the original windows. But they leaked water real bad. We wanted to maintain the house. My mom said, well, you can come wipe the windows down if you want it on the Register. So they said, no, thanks. But we wanted to maintain as much as it is right now. We really didn't want to sell it, but circumstances forced us to. One person wanted to tear it down and build an office complex and nobody in here, but maybe one person, wants that. So we're here for the school and I hope you vote for it. Thank you.

6. Cynthia McPherson, 4500 Green Meadow Circle – I would really just like to agree with the previous statements of Nancy LaGreca and Sherri Irvin and the gentleman that just spoke. I could add a little bit of my own experience at Waldorf schools. I attended a Waldorf school parent/child classes with my two children – my young boys when they were 5 months and 3 years old. I went to the school three days a week. This was in Cambridge, Massachusetts at one of the oldest Waldorf schools in the country – they're celebrating their 40th anniversary this year. The school was fully developed grades program – grades 1 through 8, two kindergartens, an early childhood program that had parent/child classes from baby to age 4, and then a separate nursery on the property as well. The parking and the circle drive were truly just very,

very similar to what we've seen here tonight. The amount of parking spaces were, I think, the same, if not less. I never had any issues with parking when I was there – three days a week at three separate times for the courses that I was doing with my children. I attended festivals there as well and they had no side streets. This property has one side street, but there were no side streets. It was a 100-acre preserve with only one road access to get into the school. I can't explain why that phenomenon existed, except to the culture, for sure, would be my first guess. People that live nearby were always coming in on bikes or walking and just being conscientious about driving and the school also had the staggered schedule that Shanah has proposed. So it worked out fine and it's a very old and full school. I would just like to also reiterate the benefit, I think, to Norman of having this type of school. I'm the spouse of OU faculty and I actually have a position at OU myself that I'm deferring while I'm staying at home with my younger children. We see often some top people that are being recruited for professors at OU. We don't get those folks and the paucity of educational options for young children is often an issue for these families wanting to relocate to Oklahoma. I think this school would just be so wonderful for our community. I think it would draw the best and brightest to our town. I've seen firsthand and participated in the festivals, the outreach to the community. There are also other childcare providers here tonight that have been attending our workshops that are so supported by our school and the outreach that we do with pedagogical training. That's pretty much all that I have to say. Thank you.

7. Sunny Sethi, 4901 Baker Street – I live on the west side, about two miles from the proposed site. I'm the parent of a 3 year old who attends the Rose Rock School. I have worked in Oklahoma for the last 16 years, lived in Norman for the last 10. Between the years 2002 to 2008 I brought employment to about 50-60 employees in the area and currently I'm managing close to about \$3 billion in projects for the U.S. Department of Veterans Affairs, the second largest federal agency in the country, and for the largest oil and gas industry. The point being, for the work that I do relating to the U.S. Fed or for the oil and gas industry, we would be doing a lot better if we were either positioned in D.C. or in Houston because I want the best for my son. Well, when it came around to looking for options for him, we were so proud that Norman was opening up a Waldorf school. This is the type of school that you have Amazon.com executives and Google executives falling over each other to get their kids on the waiting list. We decided a couple of years ago, after we found that there was a Waldorf school right here, that we were not going to relocate – we were going to stay right here and we were going to send our kid to Waldorf. If I had a second one coming up, I would try to put him on the waiting list as well. There are 3 points I want to make here. My kid is 3 years old now and he was about 2 when he started attending Waldorf. Prior to attending Waldorf, prior to attending Rose Rock, if you had to use 2 words to describe him, because of the demeanor of the teachers in what was considered one of the best schools in Norman at the time, 2 words to describe him – aggressive and traumatized. Three words to describe him now – calm, theatric, and extremely expressive. I don't want to say any more on that, but that tells you what 8 months can do to a 3 year old. Number 3, I stand here before you half the size that I was a few years ago – roughly 325 pounds at the time. Obesity is an epidemic in Oklahoma. Me and my wife care about what goes into my son's mouth. Approximately 6 pounds of sugar, if you were to take a look at what breakfast, lunch adds up to approximately 6 pounds of sugar is what goes into their mouth – their digestive system – and we're talking about a 3 year old – at other schools. Now here's a comparison. At Rose Rock it's fresh yogurt and granola or a fresh meat and veggie soup and stew. Let's look at that comparison. Pizza for breakfast or fresh yogurt and granola for breakfast. Pizza for lunch – and this is not too far – this is schools here in Norman. Pizza for lunch or fresh meat and veggie stew that a staff of 3 prepares right here. I mean, I'm choking up talking about that. Parking was the last point I did want to cover. I know it's been covered a lot. How many schools send out invitations for events with a printed statement in bold saying, when you do come or when you do decide to come, please either carpool or walk. I don't know of other schools that do that – or too many other schools that do that. This is a cultural issue here. I know some of the speakers here before me talked about the issues with Cleveland School. Some of them talked about a

school that was named after a great educator. Those were not Waldorf schools. This is a cultural issue. This is a Waldorf cultural element that you're embracing when you're bringing them into this society. Thank you.

8. Kelly Driscoll, 1355 Dorchester Drive – My husband and I have lived in Norman since 1999. I work at a local engineering firm and he works for the University. Our son will be attending Rose Rock School in the fall. We're very happy. He has been on the waiting list for 2 years. Rose Rock School is wanted and needed by the Norman community. There are no other schools which approach learning and community involvement in such a holistic way as the Waldorf method, and we hope that he can continue to attend Rose Rock School through the grades program if you approve of this. My training is in landscape architecture and, as a member of the grounds and site committee – all of the parents are very involved. We have to be on committees and we want to be on committees – I shouldn't say we have to be. We will make sure the grounds are positive to the community and the historic property is preserved. We are all invested in Norman and the school. We won't be packing up and leaving and we will not let this endeavor fail. Lastly, schools belong in residential neighborhoods. The land uses of educational facilities and residential properties are compatible and complimentary and I implore you to approve of this rezoning. Thank you.

9. Margaret Farmer, 334 Westchester Circle – I believe that Rose Rock School seems like a beautiful idea. But I am certain that there will be parking on Foreman Avenue from parents of the school and on their lawn and there will be cars backed up on Main. This lot is too small for a school of 275 students. Our neighborhood has the best location in Norman – close to the University, close to downtown, close to I-35, and even close to Hobby Lobby. We have no University student parking, though Norman High School students do sometimes zoom through our streets looking for a traffic light. We are an aging neighborhood of large ranch homes. They were the McRanches of their day. The fact that they have been beautifully maintained and, in many cases, remodeled extensively just so the owners could stay in the Hood, and many, many new owners have made them thoroughly modern homes. We cannot move them, but we do think that Rose Rock School, with all their wonderful ideas, could find another more suitable place to build. Thank you.

10. Hester Baer, 421 College Avenue – I'm a homeowner and a resident of Norman for 10 years when I joined the faculty of OU. My child has been at Rose Rock School in the care of Shanah Ahmadi since 2007. She is 5 years old, about to turn 6, and she's been there since she was a baby. I am also a member of the Rose Rock Board and I want to address particularly right now one aspect of the PUD proposal that was of concern to Mrs. Fink earlier during the comment period, and that is the request as part of the change from an R-1 to a PUD because of the desire to have a member of the staff in residency at the property. This has been part of our plan from the very beginning. It just wasn't clear to us that was not going to be possible under the R-1, and for that reason we needed to make a change to the PUD. That only became clear after the initial Planning Commission hearing. The reason why it's important for us to have a staff member in residence at the property has much to do with the reason why I chose Rose Rock School for my daughter. Like some of the previous speakers, I did a lot of research at the time when she was ready to go into childcare and concluded that this was really the very best option that Norman has to offer right now. Some of the reasons why I chose Rose Rock at that time were that it is a non-denominational, diverse school with an ecological commitment, wholesome foods, and especially that it seeks to resemble a home environment for the children who are in care there. If you visit Rose Rock School you'll see that it's the home of Shanah Ahmadi in its current place. As was mentioned, only 11 children can be there and we do have 40 children on the waiting list. I think it will be wonderful if we can move into the new property and have a home-like environment in the Maguires' former home. We need to have a staff person there to transform the place into a home environment during the initial years of its operation as a child care facility. The Ahmadis, who we hope will live there, plan to renovate

the property, keep up the grounds, and make it into a loving home environment that other children will benefit from. The children, as was mentioned, cook together, they work on cleaning the property together, they garden together. As a working mother, I really especially value the aspect of care that my child receives resembling this home-like environment that I'm not able to offer her except on the weekends. We really wanted to retain this unique aspect of Rose Rock's model of care when moving to the new property and create a situation where many more children are able to experience that unique standard of care. I also join the chorus of voices pleading with you to approve this PUD proposal. Thank you.

11. Daniel Mains, 1128 West Brooks – I'm a homeowner there. My 4 year old daughter is a student at Rose Rock School. I'm a faculty member at OU and my wife is a physician assistant who works at Goddard Health Center at OU. We just moved here this past August. I was teaching before at a small liberal arts college in the State of Maine. One of the things that really attracted me to Norman was the availability of educational options like Rose Rock. When I tell my friends who are faculty members at other universities about Rose Rock, they're extremely jealous because this is something that is very unique and unique to Norman and this brings people from all over the nation – in different fields, different types of jobs, but then generates huge amounts of work for Norman's economy. Just to follow up on what Hester just said as well, previously where we were living my daughter was also in a different kind of a school. One of the things that I really loved about Rose Rock right from the start is that it did feel like a home from the very second that we walked in there. And that had such an impact on my daughter. She has been so happy since she has been going there and then coming home. My 2 year old son will start at Rose Rock in the fall and we're really excited about that. When I heard that they were moving to a new location, I was actually a little worried that they might lose some of that feeling of home. But I'm really excited that the Ahmadis will be living there to kind of continue those characteristics that we've really come to love so much. Just the last thing to note, right now I live at 1128 West Brooks. That's a couple miles from the current location. I ride my bike with my child in the bike trailer almost every day to take her to school. Now that the school will only be a mile away, it will be that much easier to ride my bike or take her in a stroller, or just walk there together. I anticipate more and more Rose Rock families doing that as well. So, rather than seeing a problem with traffic, I think this is going to be a great thing. It's going to get more people out on their bicycles, out on foot and I really hope that the plan for Rose Rock will be approved.

R E C E S S
8:15 to 8:27 p.m.

12. Barbara Young, 1315 Salsbury – I've owned my property in the 1300 block of Salsbury since 1959. I also own two other houses down the street from me in the 1300 block of Salsbury. So I'm speaking as 3 homeowners, not just one. I want to tell you a little bit about what it's like living on my block. We have the high school to the east of us. The exit onto Berry from the high school parking lot lines up with Salsbury. When these kids get out, they don't go to Main Street and the light and the traffic. They zip across the street, go down my street, jog over and they're then on Foreman Avenue. I didn't know the people on Foreman Avenue knew it, but they do know it. We do not have parking on our street – for 25 years we have not, because the students would leave their litter in the street. They'd take our plants down. They left their whiskey bottles and beer bottles on our street, so we have no parking there. But they still come down our street, sit on the curb, smoke their cigarettes. There was a vacant house across the street and Lord knows what they did in that house. They gathered there until I found out about it and then we called the owner and that was stopped. I even went out one day and there was a car parked. I thought, what's that car doing there. I went out to check and there were a couple of teenagers out there having sex in broad daylight. Now, I know this school is not going to have high school students, but there is still going to be a parking problem here. I have a house also on Highland Parkway next to Jackson School. This summer I realized they're parking on both sides

of the street there – the teachers park there and you can't even get through. There's no way that a City emergency vehicle could get through if there were an emergency. I talked to my tenant today. She says she can't even get out and mow her lawn – it's one of those streets where there's not a high curb – it just kind of curves in and they park up on the yard. Well, I'm going to wherever I have to go tomorrow and see about getting no parking, because that's dangerous. Absolutely dangerous for that much – where a vehicle cannot even get through. Don't misunderstand me. There isn't anyone that loves children and values education more than I do. I taught school for 25 years. Have any of you all ever been on a playground for 25 years? Do you know what it's like? Do you know how much room you need for 8 grades? There's not enough room there. I have picked up grandkids at the Catholic school. They have a lot of room, and they only went to 4th grade. They parked from 36th clear up to the school. You had to get in line just for 4 grades – not 8 grades. I've picked up the kids at Alcott School. You have to park 2 blocks away unless you get there before the bell rings. I've picked up kids at Longfellow and Norman North – chaos all the time. And that's what you're going to have on Main Street. I agree with these other people. I've been there since 1959. It's the best place in town to live because of the location and the neighbors and I think we're just asking for problems if we allow this school to come in there. Thank you.

13. David Hudgins, 237 Tecumseh Meadows Drive – I have a son who is going to begin Rose Rock in the fall. He will be 4 years old. I'm a professor in the Department of Economics at OU and I've been here for 10 years. I want to speak to the property value of those houses in that neighborhood. There's no doubt that those property values are going to go up when Rose Rock School goes in. There is no comparable school. Some comparisons have been made to other elementary schools or junior high schools, and Rose Rock culture is different. That's why I'm willing to pay more and put my son in there, and there are a lot of other University faculty that are very interested in having this school here. Something wonderful is about to happen. That's a quote from Arthur C. Clark's film adaption of 2010. The property values are going to go up. This is actually a blessing; it's not a curse for this neighborhood. It's an opportunity that doesn't come around very often for very many cities. Norman has this opportunity to embrace this. We've also seen some other expansion in the area. One of the big draws for this is organic food, a balanced meal plan, and for me personally that's one of the first things that drew me to this school. We've also seen Natural Grocers come in. We've seen Dodson's and other stores that offer organic and are a part of this culture. So this fits very well. It's visionary. It has a vision. It's harmony with the area. It also has sustainability. Here we're talking about minimal capital to achieve maximum productivity. That's what this school will do. I don't know exactly what the objections are for the owners. The traffic studies have been done. The property values are going to go up. This house – this is the best use that could be done for it. I would say don't just be careful what you wish for, but be excited about it. We're excited about it at Rose Rock and I think that the neighborhood should be and the Council should be as well. Thank you.

14. Anne Harp, 313 Foreman Avenue – I've lived there for almost 14 years. I'm one of the newbies on the street. We, as said earlier, have people who have lived on the street since they were children and it's a wonderful neighborhood. As the gentleman just said, he doesn't know what we're worried about. Well, I can tell you. There's two main issues and we've said them over and over this evening – traffic and zoning. I have children at Cleveland Elementary School, which is approximately twice the size of the school we're talking about here. Even though there is a wonderful culture and we're very excited for this school and we welcome you to the neighborhood. But we really feel in our hearts that you're not looking with open eyes at the traffic issue. I understand you have consultants who were paid to provide a study for you, but we don't have any independent third party who is looking at this from our perspective as well. There's going to be problems with the drop off and I can tell you that turn lane you're counting on only accommodates 3 cars. I use it every day. I can also say that I'm very, very concerned about the zoning change from the R-1 to the PUD. Though I do understand that the culture of Rose Rock calls for someone to be in residence, that's going to be at the expense of hundreds of

people in our neighborhood. Hundreds of people in our neighborhood. It could very easily be changed if the Ahmadi family would agree to something which I think that they're not going to be very happy about – but if they would agree to not be in residence in the school, that would take the PUD right off the plate. We would be back at R-1 and 50% of our major issues would be gone. So we welcome you to the neighborhood, but we hope that you will be a good neighbor as well and please take our concerns very much to heart and give this some hard consideration. Thank you very much.

15. Susan Singh, 1762 E. 60th Street in Tulsa – I'm a retired teacher and one of Rose Rock School's benefactors. That's why I'm involved. I knew about Rose Rock and Shanah through my daughter, who is a colleague of hers in the Lifeways Program. I was very impressed with Shanah when I visited her program and spoke with her about her dreams for Rose Rock School. She obviously dreams big about bringing Waldorf education to Oklahoma and this will be the first Waldorf school in Oklahoma. Many of the surrounding states have Waldorf schools. This will be a first – a pioneer. She's doing pioneering work here in Norman. She's not only a big dreamer but has many talents and abilities, as well as willingness to step forward and commit her life energy to this project of providing a new choice in quality education for the families of Norman. A great treasure that I wish we had in Tulsa. It would be wonderful. I wish there was a Shanah in Tulsa. I'm confident that Rose Rock is no fly-by-night effort. Rose Rock's board has put together a good business plan and they're highly motivated to provide the best education for their children, as you can see by their testimony. I feel very fortunate to have the financial resources to support worthwhile endeavors such as Rose Rock School. We all know in our hearts that a more beautiful world is possible. Our children and grandchildren deserve our efforts and the efforts of Shanah and you Commissioners and her board to bring this into existence.

16. Nathalie Rocher, 1025 Leslie Lane – First of all, I'm a mother of a little boy going to this school. He has been there for 2 years. I am also a board member. I am also on the site committee for the school. As you can tell by my name, I'm an international person. I've lived on four different continents before I was 30 years old. I've lived in the sister city of Norman where I am originally from – Clermont-Ferrand and I did my university studies there. I've also lived in Paris. I have lived in Marrakesh, Morocco and I have lived in Melbourne, Australia for a significant amount of years. Norman, somehow, is also a very international place. It's bringing a lot of people and that's really through the University. It's very important for Norman to have a place for the faculty to put their kids. A lot of faculty might be turned away not having an amazing place for their kids. I think having a school such as the Rose Rock School expand will bring Norman into the future. If we want to have a town such as Norman be one of the pioneer towns that is one of the first things to do. The second one may be to have a tram – that's a good one. This school will be successful – there is no question about it. The demand right now is really high. There is more than 40 kids on the waiting list. As soon as the grades program starts, there will be kids going there from all of the faculty and also the businesses. People will move from Oklahoma City, maybe from Tulsa, down to Norman to put their kids in that school. No question about it. One thing that's very important, besides the organic food which is a very important point for parents, they feed a snack, a breakfast, a lunch, and an afternoon snack. It's all organic, homemade food. That's incredible. I don't have to worry about that at all. The second thing is that there is a sliding scale for families. At the Rose Rock School it's not a for-profit; it's a non-profit organization and we want to have a very socially diverse environment for the kids to grow in. I don't want my kid maybe in a certain range of society to grow up with the same kids in that society. I want him to grow up with every social environment that he can. I guess that's it, besides all that was said. Thank you.

17. Sarah Warmker – I guess a lot of what I would say has already been said by the other supporters of the school. My family has lived in the neighborhood for a long time and my grandmother owned a house at 225 Crestmont where my aunt lives now. I know there's a lot of really nice neighbors in that area and I would just hope that they would be open to getting to

know Shanah and the parents and the children at the school, because I think that a lot of the fears that are being expressed might be able to come to a resolution if they would take the time to keep having conversations and just to get to know each other. I think they have the potential to be really wonderful neighbors if they just keep talking. Both sides seem willing to come to a resolution on a lot of the things. So I wouldn't be surprised if any parent that's here would be willing to personally tell anyone that lives on Foreman Street, on Crestmont Street, on any of the side streets they would personally commit, I think. They're my friends and I would say that they're good enough people that they would be willing to say that to the neighbors, that they would want to make any adjustment to their personal schedule to make sure that the neighborhood stays healthy. That's all.

18. Neera Singh, 1019 E. 35th Place in Tulsa – I'm Susan Singh's daughter. I live in Tulsa with my husband and my two young daughters. Professionally I'm a public high school teacher. Both of my parents are educators and quality education is very important to me. In fact, I believe a good education is what truly allows us to live a life of freedom and opportunity. You can tell many people in this room are concerned about having quality education for their children. I can't let this discussion go by without mentioning the fact that I am a colleague of Shanah's in a program that is called Lifeways. The Lifeways Program was actually founded by a woman, Cynthia Albinger, who was from Norman, raised her family in Norman, currently is a resident of Norman, and she is nationally recognized for her work in trying to improve early childhood education and the standard of care that we give to children from 0 to 7 in our country. She and many other people who have been trained in her Lifeways Program – many of her colleagues are all over this country providing this kind of wonderful care for young children. Norman has this opportunity to embrace this with the founder of this program and I just am here to support Rose Rock expanding. I'm hearing a lot of people in support and also some fears being expressed. Any time we're beginning something new, of course there's going to be things that we're worried about, things that we're fearful of. On our end, those of us who are supporting Rose Rock Foundation, have our worries and our fears. We're hearing fears from people who are in the neighborhood of the parking, of the changes that might bring, the people it might bring into their neighborhood. I think it's pretty clear to me that, although there may be some kinks that will have to be worked out – of course there may be small or big problems that will have to be worked out, but to me I think it's pretty clear we're hearing in this room that the benefits of Rose Rock School expanding is going to far outweigh the costs that might arise. The Waldorf school movement is an international movement across all colors, all nationalities, class lines. This is one of the fastest growing private school movements in the world. I would really encourage Norman to embrace this opportunity to give permission to this school. Thank you.

19. George Ahmadi, 502 N. Park Avenue – I also happen to be the lesser half of my wife, Shanah Ahmadi. First of all, I really wanted to thank the neighbors. We received the letters of protest and I wanted to go on record and thank the neighbors for expressing their support for the school, its philosophy, but not necessarily agreeing with where it's going, and I just wanted to openly thank them for that process. I wanted to touch on a couple of issues that we brought up. First, the issue of off-site parking. I spoke with Rocktor Properties and they did speak to their owner and they have confirmed that they will provide off-site parking on a contractual basis. We could not work out the complete details because that was an issue that was brought up quite late and to talk to the owner and talk to the property manager and get the okays, it was rough. I also do have a brokerage firm basically working with in case this falls through, because we believe it's a valid concern and we wanted to let you know that we did address it. The issue of financial solvency came up. I know that in our PUD we have this number of 275. Our business model actually, in the first two phases, works with 50 children. We can be covering our overhead and also, at the same time, pretty much meet our demands and have money in the bank for parties. I did want to address this, because I think in a lot of the letters we just didn't know what their financial situation was. The situation is really good. We believe in slow growth. My wife and I started the business out of our school. It has been slow growing. We do not have

the capacity to have any more simply because our regulatory bodies just allow us to have 11 and we reached 11 very quick. One of the things that we purport together, and also as a board, and the reason why we became a non-profit tax exempt status organization is so that we would have that sort of financial oversight by more than just one person – that we would have the board looking at this and making decisions, so it's not just Shanah or myself in these cases. Also, I wanted to address the issue of the R-1. When we started this process – we are very green (no pun intended) to the zoning process. My wife came in by herself. No architect or representation, listed out her criteria, what she should do, and we were advised by the City that we should go forth this way. It was only after that Pre-Development meeting that we were let to know about certain codes under certain provisions. I just really wanted to say that there was no intention of bait and switch. There was no misconception about that. We were not trying to mislead people. We were trying to be as forthright as we can, and also to work within the City parameters. But, to be honest with you guys, we're very grateful we've had Jack, because it's quite confusing at times for the lay person. So if that miscommunicated to the neighbors, I apologize about that. The issue of my wife and I living at the property – I believe Lifeways purports itself in the fact that the teacher represents the ways of life – the normal things such as doing laundry and whatnot. That's why the idea of us living there and seeing the children have this is sort of an important issue. I just wanted to clarify that a little bit more. Also, the issue of growth – because I know the number of 275 has become a real challenge for everybody. We have a hard time actually explaining to our own board as to why we can't grow faster. We cannot grow into a grades system without a healthy kindergarten and a healthy kindergarten needs a healthy pre-K. A healthy 2nd grade needs a healthy 1st grade. Our growth is completely dependent on what kind of demand we have and, really, we applied for the PUD so that we wouldn't have to be here again. We wanted to basically plat the land and get this process over and, at the same time, present this vision that we have. I assure you our growth is very slow and is based on sustainable patterns. We are not planning on finding \$4 million somewhere and just have this building and wait for kids. We are growing slow, methodical, and we'd like to just say that we'd like to be welcomed in the neighborhood – and I know we are, and I apologize that some of us are on different sides of the issue. But I want to thank the neighbors and thank all of you. Thank you.

20. Kara Joy McKee, 113 ½ Castro – Norman, Oklahoma is my home. I love Norman, and I know many of you from working in previous years through many of the City committees and being present at City Council meetings and serving on committees such as the Community Development Block Grant Committee and others at the City to make sure that Norman grows and develops in ways that work well with the citizenry. I work for the Oklahoma Food Cooperative and I've had the opportunity to work with a lot of communities all over Oklahoma that are dealing with a lot of different challenges. Right now my work takes me a lot up to Oklahoma City and one of the big things that I get to brag about about my home town is the Rose Rock School and time and again I meet parents who wish that they had that in their community, as the woman from Tulsa spoke. I've also worked on the board of the Oklahoma Sustainability Network and the Waldorf method and the Lifeways method fit very well within exactly what George Ahmadi was just speaking – the slow growth model that allows us to develop organically, slowly and bringing in things in a way that makes sense for the neighbors. When I read some of the letters of protest I was concerned and thought that there were big differences, and then hearing the neighbors speak today I'm actually encouraged to see that we actually have some of the exact same concerns. I consider myself a member of the Rose Rock community because I hope that someday I will get to have children that can get on that waiting list. My 3 year old god-daughter is in the queue – she's up next to be in the Waldorf school and I couldn't be more excited, because I know what that will do for her and for her family and for our community for her to be a part of the Rose Rock School. When I hear the concerns about the PUD and the traffic and I talk to these parents, I see that they are, in fact, the very same concerns. We don't want to see a strip mall there. We don't want to see a Seven-Eleven there. We would prefer people were driving their cars less and there wasn't a

need for a gas station. When you see these professional adults – I know this is a shift for a lot of people to think about professional upper-middle class adults that chose to ride their bicycles – but there's a deep concern here for the community and the way that it develops. When you talk about the comparison between Norman High School or Cleveland Elementary and the traffic that the Rose Rock School would see, it really is very different because the parents in the Waldorf method are just as much learning as the students are. I know parents who have wanted to have their children in the Rose Rock School but they weren't ready as parents to be on those committees, to be committed to helping develop the school and that is what it takes to be a part of the Rose Rock School. It's very much a community. Dr. Pailes, I saw the look when we were talking about traffic and getting the parents to not park on these streets. Being a good friend of Shanah Ahmadi, I laughed to myself, thinking they don't know Shanah if they think they can just park anywhere, because it's so important to be part of the community in Waldorf and to work together, whether it's the grass, the grounds, the traffic. Anyone that's accepted into the Waldorf community is coming here specifically because those are the things that they care about, and good relations with the neighbors is very, very integral to the situation of the school. It's not that the school is going to be here separate and apart – the school wants to become a part of this neighborhood. I'm glad that these neighbors are here and we are getting to meet each other and talk about that. I've had the opportunity to meet many adults who grew up in the Waldorf method from a school in Wisconsin. When I was traveling abroad studying in Ecuador, I met a lot of young adults who grew up in the Waldorf method and they were not afraid to learn anything. No subject was taboo. They weren't afraid of algebra. They weren't afraid of English because the methods adjusted to them, and the parents were involved. I see Waldorf and the Rose Rock School not as just an opportunity for new ways for our children in Norman – and I grew up in the Norman school system and I love it. I love Norman. I see it as a new way for us to develop more good citizens of Norman and I hope that you support the PUD and all of the development of the Rose Rock School. Thank you for your time.

21. Libbi Holbrook, 216 Foreman Circle – I wanted to start out my remarks by saying, if you're doing laundry on-site and this thing goes through, I want to be the first to drop mine off. Please. I do have just a few remarks with regard to the proposed zoning change. My first has to do with the several comments that we've heard about, well, if we don't allow the school to go in here, they've already bought the property. If we don't allow the zoning change then what happens to this property? It's for sure going to go commercial. We're going to have a gas station. We're going to have a strip mall. I would just propose that with the original pricing of the property when it was put on the market with the start bid at \$1.2 million, I believe if I'm not speaking incorrectly here – my memory is not as good as it once was. That sort of automatically put the property in on a commercial or an institutional standing, because for most people who are interested in residential property, that price tag is not something that you're going to get a return on your investment on, even if you hold it long term. That's not a feasible alternative for most of us. However, with the actual sales price, I would just like to say that if this property doesn't end up going for an institutional use, I think that there are now residential buyers who may be actually interested in a property at that value, and I'm speaking just from discussions that my husband and I have had about purchase of the property. That was my first thing that I wanted to talk about. I think we're really talking about scare tactics, and saying well it will be used for a commercial purpose if it doesn't go for this institutional use. I would just like to say that I believe, personally, that that is not the case. Secondly, I just have a few additional comments about traffic that I don't think have been addressed, and I'm not going to rehash what has been addressed several times. I agree with all the concerns that have been stated. But something that I don't think we've yet considered is the synergy of all the schools in the area. I think if we were just talking about Rose Rock School that would pose some issues with traffic on Main Street and on some of the side streets, possibly for a small period of time. But when you also consider the proximity to Norman High School, as well as Cleveland Elementary, some of the also close middle schools, there is a traffic issue that will have to be addressed. That leads me into my last point and that is just that Norman has plenty of other properties that need

development – that really fit the needs of this type of school and that I would suggest are possibly even already zoned for this type of use. You guys have talked about parents biking to school, which I think is fabulous. We have a bike trailer. We love to use it. But that area of Norman is old. It doesn't have bike lanes. It doesn't have sidewalks, for the most part. There are some issues with that area of Norman that don't make it a perfect location for any type of school, if you're going to have pedestrian and/or bike traffic. We certainly, in the neighborhood, don't deny that education is very important and having different types and different alternative forms of education make Norman a place. I don't argue with that at all. You don't hear any of us talking about Rose Rock School or the curriculum. I think what you do hear is people talking on behalf of Rose Rock School and the curriculum – but not about this particular location. Gotta have it here. Gotta have it here. I would just really like to say that encroachment into a long-standing valuable residential neighborhood is just unnecessary and we feel like it should be denied. Thank you very much.

22. John Beedon, 1135 N.W. 39th in Oklahoma City – My 3 year old son attends Rose Rock School and we are planning to move to Norman and I can say that I would promise to not park on anyone's street, unless we were fortunate enough to purchase a home on one of those streets. Thank you.

23. Nicky Halterman, 1210 Oklahoma Avenue – As the more observant of you in the room will have noted, I am 15. I'm in 9th grade. I go to Norman High. I would like to address a few points that have been brought up. I was fortunate enough last year to attend a Waldorf school for my 8th grade year. That was the only year I attended a Waldorf school and I can say without reservation that it's the best thing that has ever happened to me in my life. It was incredibly eye-opening and it was unlike anything that I've ever experienced before in this room. I have to say, for many of you who have brought up fears and might be believing that this talk about community is just sort of a smokescreen to try to cover up the real issues, you haven't seen anything like a Waldorf school before. The community is not something that can be ignored; it's one of the most powerful things I've ever experienced in my life. The culture has such an ability to overcome these sorts of obstacles that have been brought up. I really think that these issues can be overcome by the sort of synergy that comes with this Waldorf school. The one issue that I want to address from the negative is the issue of parking. I have to say that fear is born of ignorance and two people in this room have made it their life's work to understand the problems caused by traffic, and they have attempted to enlighten the people of this room on the issues caused by traffic. It is up to every person in this room whether to decide to believe them or believe their own hunches about traffic. If you want to, you can trust them and you can recognize the work they have done to mitigate the problem, or you can hold onto the fear. It's up to every person in this room. I'm not an expert and I'm not a homeowner and I'm not a parent – but I am a 15 year old and I am a student. I'm here to tell you, as a product of a Waldorf school, how incredibly important it is to support this endeavor. Because a Waldorf school, I wholeheartedly believe, is the best thing that could happen to Norman, even though I am a big fan of trams. I really do think that we do need to support this. I'm not going to pretend that there are no consequences from this. I do believe that cars are going to drive by your house. There are going to be miscreants who are going to park in front of your house during sporting events. Maybe the grass is going to be a couple shades browner than it was before. But the important thing is that we have to look at the fact that those are problems that can be solved. Those problems can only be solved if we let the school exist in the first place. I think it's a far worse thing to kill everybody person in this room's dream – every person who has come up here and spoken as a parent has a dream for this school. I think it's a far worse fate to destroy every one of those dreams than it is to have to confront these problems. They'll never exist if we don't overcome the fear of those problems and allow the school to go forward in the first place. Traffic can be solved. Schedules can be staggered. Lights can be put in place. But you can never fix problems that never exist. You can never build a school if you won't let it be built in the first place. Finally, I have to say, people in this neighborhood, you might see consequences.

There might be things that you're going to have to deal with. There might be some small share of the burden that you're going to have to take. But I'm up here as a former student and as a resident of Norman to implore each and every one of those people, from the bottom of my heart, to take on that share of the burden so that 30 years from now I can look back at Norman and be proud to come from here, and that 30 years from now every one of those students on that waiting list can look back at Norman and be proud to have come from Norman and someday bring their children back here to go to a school that's comparable to any school in the United States.

24. Lance Lobban, 233 Foreman Avenue – I still have concerns. I'm an engineer also, so I can't bad-mouth the engineer. I still have concerns about the traffic. I exit Foreman Avenue across Main Street sometimes. I ride my bike when I can, but it's tough to get across there in the morning, and I think it will be tougher – it's a busy street. It's not like residential streets around a lot of the other schools. I think it will be a challenge for the traffic. I think a couple of things that could be done is to leave the zoning residential and to keep the school smaller. I agree with what Dee said earlier, that maybe 150 is a size that people could easily live with. I don't know the zoning regulations or the rules. But if it works easily at that size, then maybe you can talk about letting it expand later if the traffic plans are not bad. The school sounds like a great thing – I'd like to see it in Norman and even on that property if we can be assured that the traffic problems are not going to be an issue. Thank you very much.

25. Jim Long, 447 College – I certainly understand the concerns of the people who live in this neighborhood. Gosh, all you have to do is look at that aerial photograph up there and you see that they've been living there with a 3-acre private garden and nothing you could do with this property would not make things worse for them. I mean, because this has been sitting there – just this beautiful secluded spot. But I've got to say that I think almost every elementary school in Norman is located in a residential neighborhood. This is where we put schools – in our neighborhoods. And we live with them. And it's probably a good thing. This is where schools belong. So I think this is something that this neighborhood will adapt to and learn to live with. I, like most people in Norman, have driven by that property for as long as I've lived here and admired it and coveted it like everybody else. As Mr. Maguire told us, this was the only opportunity they had to keep that property somewhat intact. This is a Norman landmark. I think that we should be very happy that this has happened that those wide oak trees along Main Street are going to stay there and that beautiful white structure back there is going to be there. I think this is a very good use for this property and I think it is a use that the neighborhood will come to appreciate. Thank you.

26. Kevin Faulkner, 512 Manor Drive – The two major things that I really want to say while I'm up here is that, if I have been following this conversation correctly, the major question about changing from the R-1 to the PUD was about the ability of the folks who operate the school to live there and to fully manifest the idea behind this model of education. So even if that request is denied, it's still possible for the folks to go on with the school. I don't know if that's going to affect the ultimate maximum student size, but simply blocking the motion is not, in itself, going to prevent these traffic problems from happening. I think it's important to note that, again, the plan and projections are to allow for room for growth into the future – to plan for future growth when and as it is necessary. I know Shanah and George are people who are interested in talking to people and in working things out. This is a forum for addressing a lot of issues, but I also know that the Rose Rock Foundation would be happy to work these issues out in actual dialog and not have to use up the time of the Commission here and everybody else. I do think that these issues are appropriate and do need to be addressed.

27. Wanda Helms, 1225 Salisbury Street – Just went to the doctor last night. I have bronchitis and sinusitis, but I felt it important enough to be here tonight. I've listened to all the concerns. I've listened to all the supporters. But one thing I haven't heard – First of all, I didn't even find out

about this until Sunday night. My neighbor didn't know. My neighbor on the other side is the one that called me and told me. Something is wrong with that. I heard at the beginning of the meeting 38% were against this. I can tell you if people had known about this, it probably would have been more. I don't understand why we weren't told. It just seems wrong. A few things I have issues with – one is traffic. One thing I have not heard about being addressed tonight is what happens in winter? I've heard about, yeah, we want to ride our bikes. We want to walk. What happens if it's pouring down rain and it's 13 degrees out? Do you walk? Do you ride your bike? No. I think you get in the car and you drive. Okay. So then we have more traffic problems that – oh, my goodness – they weren't addressed before. I think it's an unrealistic expectation to think that every single parent is going to drive every single day of the year – or walk or ride bikes every single day of the year. I think there is a time when they will be in their car, they will be driving, and there will be traffic issues. Also, grandparents will be coming to functions. We have to consider outside the immediate family – there will be other family members coming to events. So, again, more traffic. I also want to point out there is no one here that supports this that lives in our neighborhood. Everyone who has come up here – I heard an aunt that lives in the neighborhood, but she wasn't here. No one who supports this school lives in our neighborhood and I feel like our concerns are being shoved aside and not listened to because – and I'm not saying it's not a good school, but I'm saying I don't think we, in our neighborhood, are being heard. Also, Nicki asked that we take an active part in supporting this. Well, he can take an active part and pay my mortgage. Also, the artists's rendering – where is it? I've not seen an artist's rendering what this school is going to look like. All I've seen is a little sketch. I would like to know what this school is going to look like. That hasn't been addressed either. Anyway, I would appreciate a vote against this school. Thank you.

28. Christopher Crouch, 4202 Briarcrest Drive – I've lived in Norman for 17 years now. I moved here in middle school. I did attend public school in Norman and I attended the University of Oklahoma. During my time in Norman I've found four values that I think contribute to the Norman experience, and why we really feel that Norman is a special place: education, diversity, community, and beauty. I believe that the Rose Rock School will contribute to all of these values. I hear again and again this evening people saying we love the Rose Rock School – we love your idea – we just don't want it here. I really feel disturbed by this “not in my back yard” sentiment. I feel that is incompatible with what makes Norman so special. If the Rose Rock School isn't in this location, it would be in another location and we'd be having the same dialog with the people in that neighborhood saying the same things: we love the idea, we just don't want it in our back yard. I think this school is essential for Norman. I think it's a great benefit to our community and I feel that this is an ideal location for it. It is integral to the school's concept that it be centrally located and that as many of the parents as possible will be able to provide non-automotive transport for their children to the school, and I think this is an ideal location for it. Thank you.

29. Dr. Dolores Bigfoot, 119 North Foreman – I am in the Department of Pediatrics at the University of Oklahoma Health Sciences Center. I have lived in Norman 30 years. My wonderful, perfect children are products of the Norman Public Schools and I am very proud of the fact that they have accomplished much in their personal and professional endeavors and they could be in front of you today and be very articulate and express very eloquently the learning and the understandings that they have about who they are and their relationship in this world. So I commend the Norman Public Schools for their ability to produce wonderful human beings. I don't want it in my back yard. I live at 119 North Foreman. I have a school in my back yard, literally, and they are not good neighbors. I have lights that come through into my family room and into my bedroom. I have trash in my back yard. I have traffic with the big delivery trucks, school buses, what have you, that are right in my back yard. I don't want a school in my front yard. I am right there off of Main Street and Crossroads school – Head Start – is in my back yard and I think that one school in that neighborhood is enough. I don't think we need another one across the street from me. I am an educator. I am a child psychologist. I have a great love for

diversity. I enjoy the ability to be in a community that values many of these things, but I already have a neighbor in my back yard that is not a good neighbor and I heard all of the wonderful things that particular neighbor was going to do when they converted that building into a school, and it was not successful for me as a property owner and as somebody that banks that property. So I will tell you I am not happy about this at all. I don't like the traffic. I have lived on Foreman for 30 years. I know what it's like when the students get out of school. I've never seen anybody have sex in a car – that was one thing I have never seen. It's wonderful when parents monitor their children – I love the neighborhood and I would like it to remain in a residential way so that we can have more families in the neighborhood and that we could benefit from friendlier relationships. Thank you.

30. Jim Miller, 1712 Holliday Drive – I've lived here 76 years. I haven't heard anybody else say they lived here that long. I assure you that the traffic problem that will be created by this school being where it is is tremendous. As I say, I've lived here 76 years and I've seen Main Street go from a dirt road out there to now a very busy street, to say nothing of what it will be if there is a school there, especially on Fridays. Forget going down Main Street on a Friday. Also, I haven't heard anybody address the cost of a traffic light in front of this school. Traffic lights are very expensive and it's going to come out of the City coffers when they have to put a traffic light there, to say nothing of the backing up of the traffic. This is a beautiful spot. We've all seen it; we've all loved it. The gentleman has taken excellent care of it, but now he has to sell it. His wife is gone and he doesn't want it any more. But, as Libbi pointed out, there hasn't been anybody make an offer for it for the price it was except this Rose Rock School. And, by the way, nobody's against your school. Nobody is talking down on your school. We're talking about where it is. You don't live in the neighborhood like we do. I live on Holliday Drive and Sherry, and I still have cars go by all the time from Norman High School like a bullet. We've even had traffic cops sit there to catch the kids going through to try to avoid Main Street. They don't catch very many because all they have to do is catch one and the word goes out – don't go down there for another few days. It's right back again. It doesn't take very long. Two hundred and seventy-five students – I have two kids that live behind me where I live and when I'm out in my back yard I can't hardly hear anyway with two kids, much less 275. There's a real noise problem there, in case you don't realize it – you people that don't live in our neighborhood. Most of these schools have playgrounds that seem to absorb a lot of the noise. This area is too congested to absorb all that noise that many kids can make. I love kids as much as the next person – I just don't think this is the place for a school. There's many other locations in town that Rose Rock can purchase to put your school in. I understand this particular property was bought by a woman who gave it to the Rose Rock bunch and, of course, you don't want to turn a gift like that down. I'm certainly not in favor of – and my neighbors are not in favor of a school being there. Nobody has addressed the fact that if a fire truck – if they do what they're talking about there with this circle, the gentleman told me a while ago that used to live there that he's had a fire truck and an ambulance go in there many times. Well, that's fine the way it is right now. But what about when you make it into the street like they're talking about and park cars all around that circle? You're telling me that a fire truck can make that curve? I don't believe so. The traffic engineer did traffic on Main Street only. He didn't make traffic on the whole neighborhood – Foreman, Crestmont, all the streets that they're going to be parking on, I assure you. When Earl Amerine, Jim Sheely, and Frank Foreman built that neighborhood, they had no intentions of doing anything with that area where the school is going to be. That's why they built around it. The whole neighborhood is built around that spot. The gentleman who built that house with the Johnson Dairy people – and he would turn over in his grave if he knew this could be a school. That's about all I've got to say. Thank you.

31. Cristi Miles Bullard, 302 Foreman Avenue – Tonight I've heard people trying to tell us that we're against this school. We're not against the idealism of this school. We're in the reality of making sure that our traffic problems and zoning problems are faced before the problems occur. We have Jackson grade school. We have Cleveland Elementary School. We have

Norman High School. And we have this other little preschool that nobody ever mentions or thinks of. There is no safe place for our kids to ride their bicycles or walk to and from school any more. Norman has gotten too big with the main corridor in and out of central Norman being Main Street. I think that our Commissioners really need to study this with our traffic department. Our traffic department has not taken this under consideration or it has even been brought up to them. So I move to have this deferred for at least 30 days before the Planning Commission takes a vote. Thank you.

32. Brendan Furneaux, 3850 Lewis Street – I just now turned in my paper, so I think you all will be happy to hear I'm the last one. I've lived in Norman for 23 years. My 3 year old daughter will be attending Rose Rock in the spring, I hope. I would just like to say that I can make a promise that I heard at least one other parent make. I'm not going to park in front of your house. I don't even own a car. I will be riding my bike in the snow if I need to. Also, I'd just like to point out, in addressing that comment, that there is a city bus route that goes along Main Street right there and I believe there's a bus stop right there at Main and Wiley, which is another non driving a car option to get there. Without taking up any more time, I'd just like to put in my support for a yes vote. Thank you.

Chairman Sherrer noted that during the break a letter was submitted by Christian Pitt, 1630 Cruce Street, and that will be made a part of the record.

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

1. Mr. Boeck – I appreciate all the comments, all the information and all the feelings and caring. I've been in Norman for 40 years – came here to go to school. I love this community and love the schools that are here. I love the idea of this school, although my kids all went to Gingerbread. But, having said that, living in the neighborhood and seeing what Gingerbread generates in terms of traffic – maybe it's a different kind of parent – but there's a lot of vehicles and there's a lot of cars sitting on all the streets along there. Two issues that I have with this are the fact that, one, Main Street is a horrifically busy street. You're talking about putting a light in there, but the traffic that's generated during school, after school, during the day is immense. I love this piece of property. Obviously it was unaffordable for me. I love the idea that it's going to become something more – or could be something more than a convenience store, because I'm tired of that. The problem I have, because I've seen this in my neighborhood, is when you go from residential to PUD to commercial. I don't want to blame the City of Norman, but it seems like it always goes that way. I would like to see how this could work out with the R-1 Special Use, because I feel that's one way of keeping this closer to what it has been and what it was developed as, is a residential. Churches go into special use; schools go into special use. I just have a problem because I've seen property in my neighborhood that – the intent was really good to be a PUD for medical offices, but those medical offices didn't work, so they went back to City Hall and the City Council approved the zoning change to go to commercial, which is allowing all kinds of other stuff to go in there that was supposedly never intended. So that's one of the issues that I have.

2. Chairman Sherrer asked the City traffic engineer to address some of the issues that were raised with regard to traffic.

3. David Riesland, Traffic Engineer – We got the traffic study a little bit later than we would have liked to have gotten it, but that's of no fault of the consulting engineer. I've been on that side of the game, so I know how that works. They analyzed everything we asked them to analyze. To a certain extent, traffic engineering is a bit more art than science, maybe. There's a lot of assumptions that go into play. I don't think the school really even knows where their students are coming from or what direction of approach or departure is going to be. The consulting engineer made a series of assumptions; don't have any problem with those assumptions. They came up with a suggestion that a traffic signal is going to be warranted at

Main Street and Wiley. I heard some discussion about the cost of that signal. It's expected to be about \$150,000. The City of Norman has been very progressive on similar type projects – securing federal funding to pay 100% safety costs associated with those, so there's no cost out of the City pockets to pay for that sort of an installation. There are some impact fees that we have decided that the school should contribute toward the installation of that signal; it's minor, because they don't really generate that much traffic when you consider all the traffic going through the intersection. I attended a neighborhood meeting this past Saturday. I heard a lot of concerns about traffic queuing in the neighborhood. I asked the consultant to give me his opinion on where he thought the traffic was coming from and how the queuing was going to impact the neighborhood. Again, it's really his best guess on what's going to happen. Sort of advised the neighborhood that we could proceed with some requests to prohibit on-street parking, if that's what they want to do. That's kind of putting the cart before the horse, I think, because it is going to be a slow growth school. Maybe a couple years down the road they should see is it going that way? Maybe that's something they want to consider. But, based on what we looked at, I don't see that there's going to be the kind of long-term issues that we're going to have to deal with. I think they're all short-term in nature.

4. Chairman Sherrer – I know that often times when there's a light put in that sometimes that becomes a developer cost associated with that when it's not the City plan to do that.

5. Mr. Riesland – They're going to share in the cost. It will be a small share.

6. Mr. Eure – Can I interject? Angelo, the head traffic engineer, in talking about this issue early on made the point that incremental phased plans have the opportunity – correct me if I'm wrong here – to not only pay our fair share, which we plan to do, but also get in line for federal funds, which cover up to 100%. If we're not in a hurry, in other words, which we're not, given our phased development plan, what we would like to see is the City of Norman spared that expense, in other words.

7. Mr. Riesland – Well, that would be our approach moving forward anyway. We would try to secure those federal funds. We've been very successful in the past.

8. Mr. Knotts – David, I heard some vehicle numbers. Sounded pretty low for 275 students and so is that just the first phase?

9. Mr. Riesland – Well, the numbers that were quoted were really coming from the east. He was trying to depict what was going to be coming from the east and potentially could impact Foreman. He didn't talk about the numbers coming from the west. They are higher. His distribution percentage was roughly twice, I think, from the west versus from the east.

10. Mr. Knotts – Was that fully built out? 275 students. 33 cars was the number that I remember.

11. Mr. Riesland – That's the number. Yes.

12. Mr. Knotts – 33 one side and 66 the other – that doesn't sound like a 275-student.

13. Mr. Riesland – What you have to understand, in looking at the ITE trip generation information, when you look at a private school, it projects traffic a little different than a public school. It does take into account that there are more people car-pooling. There are more people using other modes of transportation, too.

14. Mr. Knotts – So this is kind of like economics – you can find something to prove anything?

15. Mr. Russell – Is he calling us weathermen? The total numbers, if you look at it, I think it was 240 some cars in the morning and 147 in the afternoon. Those are during the a.m. peak in the morning and in the p.m. peak in the afternoon. The reason that it's evaluated at that time is – you know, schools let out long before the peak on the roadway, which is what the city is concerned about. What is the level of service during the busiest times of the day? So schools will generally coincide with the a.m. peak as being the busiest time of the day. During the morning, we had 247 total cars coming, which for 275 students makes the numbers, I think is what you're getting at, more reasonable.

16. Mr. McCarty – You did on-site parking evaluation. Right?

17. Mr. Russell – What we looked at mostly was the impact on the intersections. We were asked to look at circulation and so we looked at circulation. On-site parking is largely a function of city ordinances and city codes, if I'm not mistaken. As long as they meet those, it's good. What they have a traffic engineer look at is can big vehicles get in and around? Can traffic circulate in and around? If there's recommendations to make traffic circulate better, then we would give those to them. We did look at it for circulation. So for traffic flow, it's very good. I will say the levels of service at Wiley and Main Street, once the signal is installed and there's 265 or 275 students in the place, it's operating at Level of Service C and better, which is what it's operating at now. So no degradation of level of service noticed at the intersection as far as delay goes.

18. Mr. McCarty – Wiley and the road into this property don't align. So how is this stop light going to work when it's put in in five years or 2016?

19. Mr. Russell – That's a very good question. Normally, when we do anything in the City of Norman, the staff requires and we recommend that they line up with city streets across the way, because that's more normal to people and it's more comfortable to drive. In this situation, because the property line doesn't quite allow them to get completely over there, we do have a little bit of an offset. I think we're fortunate in the sense that it's a school and so it's not continually all day traffic coming out tripping the light. If there's a problem with that, we normally address that by split phasing the two – so the school can come on separately from Wiley. Since the school won't be tripping the signal very often, I really think that will operate just fine if we need to do that.

20. Mr. McCarty – Are these timed lights, or weighted?

21. Mr. Russell – It will rest on Main Street, like most of them do until they get a call on the side street. Main Street is an interconnect system, which means that this signal would have to be tied in with Mercedes and at Berry, and that would say that the Main Street would always get their green when it's more in time with the platoons coming from both intersections. So the side streets will have their opportunities to come in, but only after Main Streets platoons go through. That's how a synchronized system works. So it would be timed in with that. I might mention, the spacing is very good; it's about halfway between both signals, so that's optimal situation to be in.

22. Mr. Knotts – Somewhere in your conversation about the level of service, you indicated that at the full build-out, when you get the signal it will be back up to C level. What does it go to before that? I went through there. I tried to pull on Main. It's not nice now. So I'm wondering why there would be a delay in the installation of that light in order to facilitate the residents being able to get out. I mean, it's going to be really nasty before you get back to C, and C isn't A. It's barely passing.

23. Mr. Riesland – The City is bound by federal regulations to make sure that any traffic signal is warranted before it's installed. It won't physically meet signal warrants until Phase 3. That's why we can't put it in immediately. There is liability that we would undertake if we installed it without the funding.

24. Chairman Sherrer – Just for the record, Commissioner McCarty asked the question if that could be funded privately, and the answer was ...

25. Mr. Riesland – That's what I was answering. Yes.

26. Mr. Lewis – I do have one question, if I can get the City Attorney's office to clarify something for me. The first statement isn't a concern. I think the school is an amazing school. Gosh, I wish I could go there. It sounds wonderful. My main concern is, I've lived my life believing it's not enough to know the letter of the law, you have to know the heart of the law as well. In order to understand the heart of the law, I think it's important to know the intent. So I'm going to ask Leah, our city attorney, and help me on the section – I think 431.9(b)(1) says in the City of Norman in a residential area we cannot park on grass. Can you help me understand the intent of that?

27. Ms. Messner – Commissioner, I think you're referring to our zoning code, which, you are correct, does prohibit parking on unimproved surfaces – grass being one of those. I obviously did not work here when that ordinance was written and put into place, so I can't exactly speak to what the City Council thought when that was drafted. I do imagine that it has something to do with aesthetic concerns and concerns of parking more vehicles on a lot than that house was intended to have occupants.

28. Mr. Lewis – When I'm looking at the proposed PUD, it said event parking shall be sporadic and occasional and shall occur on-site on the southern portion of the site, which is the lawn. That has been a concern to me, because it seems like if we put this into a PUD, we are declaring a double standard. Around the University of Oklahoma, one of the largest employers in the State of Oklahoma, we say during a football game, which generates enormous amounts of money, you can't park on the grass. So why on earth are we even thinking about allowing someone to park on the grass on Main Street? That's just one of my concerns. My other concern certainly is the traffic. It's Main Street. I drive down Alameda every day and there is a preschool that's there – has a minimal number of students, and the cars during the morning are backed up – you can't get around them. I just can't imagine, with a maximum build-out of 275 students, that we're not going to have an issue on Main Street greater than what we already have with the high school and with the other schools that are present. Again, I think it's a great school. But, in this location, I cannot support it.

29. Mr. Gasaway – First, I want to applaud Rose Rock for their concept and their success and it sounds like the parents and the students that are associated with the school are very, very pleased with it. I think that's wonderful. I've lived in a house that bordered a grade school – Monroe Grade School -- five years that I lived there was there ever any problem with Monroe. It took me about six months to decide to buy that house because I thought who in the world would want to border a grade school. Six months later, the house was still available and so I bought it and about eight months later the school system put in four of the portable units eight feet from my back yard and I raised holy heck with the city – how could they do that? Well, it's perfectly legal and it turned out fine. Never ever was a problem with Monroe Grade School. So I'd like to assure the residents of that area, to the point that they can, that the school itself will not be the problem – especially, it sounds like, this school, with its unique concepts. I think, however, a big part of the problem will be the traffic. I understand, as I think we all do, that, again, this school is different. But there will be traffic. I think to that extent I need to stick up for the neighborhood. The difference in this school and when I purchased my house next to

Monroe was I got to make that decision knowing full well that Monroe was there. If it was a problem, then that was my fault. I think this is different where we're inserting a school in the middle of a neighborhood. I think Mr. Long was correct; schools do belong in neighborhoods. But I think, typically, they come together or the schools come first and the neighborhood builds around it. I think traffic is a serious problem. I do want to say I think part of the mission of the Planning Commission, besides affording a public hearing where we can hear all sides is where we can help the applicant succeed. But it needs to be beneficial, or at least equal for the residents that already live there. So some suggestions to you all. We're a recommending body and my vote tonight is a barely no. I know that sounds kinda funny. Is no a no, or is barely almost a yes? City Council looks at the comments, probably more than the votes that they get tonight. So what I want to recommend to you all affiliated with the school is to look at those comments that you've heard tonight and see if there aren't some ways to solve those. I know it sounds silly to say find a way to keep the traffic off of Foreman. I don't know how you do that. But I think most of the people here tonight that are in opposition, if you could find a way to do that, would be satisfied. Foreman takes a beating from Norman High School. It starts on Salisbury. I have done it during the middle of the day to avoid the intersection of Main and Berry. I've done it lots of times, and all the high school students do. It's going to be a major problem, not only on Foreman, but when traffic backs up on Main Street to turn into the school, you've essentially reduced it from a 4-lane street to a 2-lane street, and everybody behind those backed up cars then has to change lanes and you've backed up those lanes. I don't know a solution, but I think to get City Council, when you go, if you can come up with some good solutions – they have some ways of compromising sometimes. Maybe consider the school size. I think you've heard lots of comments from people tonight that said if the school is at 150 that makes a big difference to us. It would make a huge impact on the traffic also. You all might consider that. In terms of the zoning issue, I know several of the residents were concerned about that. I asked the Planning Director at our break – I said which of the zoning categories best serves the residents? It's basically a toss up, because if you're R-1, Residential with Special Use for a School and the school does go away, it reverts back to R-1. But that doesn't prevent someone else coming in with a strip center saying I want this to be C-1. It doesn't necessarily protect it. If you go to the PUD for school use only, if the school goes away, that zoning goes away – it's open zoning at that point again. So it's really kind of a toss up. So I don't know which would protect you better. Anyway, those are my somewhat rambling comments.

30. Ms. Pailles – First, compliments to the school. Looking at the plan, the building has a rather irregular shape, which you realize almost immediately is to dodge the mature trees. So they're building around all the mature trees, and that says a lot right there. It's a fabulous concept. It's a great kind of a school. I hope it all works. Having said that, I agree with Commissioner Boeck that R-1 is maybe the way to go, even though that's inconvenient in some way. It doesn't provide total security for the neighborhood that that will remain residential. It seems maybe to provide a little more security for the neighborhood that this would remain residential. So I would vote for R-1. I would vote against the PUD zoning. In terms of traffic, I think you're just going to have to say we've got to deal with it in terms of coming to compromise with the neighborhood. I would think that both the entrance and the exit lanes would have to be at least two lanes wide so parents can park along one side and those people on bicycles could get past them. I can't see how cars and bikes can share the present space. You're just going to have to have more area for parents to park, I personally think. Some of the other issues with that – it has a security gate that opens and closes. Now, I assume it will be open during pick-up times, but I can see a gate that closes between each car to be a problem in having traffic back up if you have a lot of volunteer parents coming to volunteer at a particular time, if you go through one car at a time, you're going to have traffic backing up and you need to deal with that. The gate needs to be further in or something. Phased dismissal sounds great, except that if you have two kids there and they get out half an hour apart either that person stays parked there and doesn't move on or else they circle through the neighborhood and loop back. So phased dismissal sounds good, but it doesn't maybe really reduce traffic for the

neighborhoods. I just think you're going to have to get with the neighborhood and deal with that to keep traffic off of Foreman. I think that's a priority, is to keep traffic off of the residential areas around it. I also think you've got to have a higher fence along Main Street; a four foot fence is going to leak footballs and soccer balls and adventurous little boys. So I think that you're really looking at a higher fence along there just for safety. You don't want pinecones and balls flying into Main Street from the school. It would be my suggestion that the folks from Waldorf go talk to Lincoln Elementary. It's a very similar student population in terms of numbers. It's a very, very similar and analogous physical size in terms of your ground area and they have huge parking problems and a lot of those kids in the area walk, because it's a neighborhood school. So not every kid there is getting picked up; a lot of kids walk and they still have huge pick up parking problems and you have to acknowledge those just are going to exist. As Jim said, we are strictly a recommendation. The Council looks at what we say, but they are not bound by what we do. But this gives everybody a chance to kind of clarify their issues before they go to Council.

Dave Boeck moved to recommend denial of Ordinance No. O-1112-36 and the Preliminary Plat for ROSE ROCK ADDITION to the City Council. Chris Lewis seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS

NAYES

ABSENT

Dave Boeck, Jim Gasaway, Cynthia Gordon, Tom Knotts,
Curtis McCarty, Roberta Pailles, Chris Lewis, Andy Sherrer

None

Diana Hartley

Ms. Tromble announced that the motion to recommend denial of Ordinance No. O-1112-36 and the Preliminary Plat for ROSE ROCK ADDITION to the City Council passed by a vote of 8-0.

* * *

R E C E S S

9:55 to 10:04 p.m.

* * *

Item No. 9, being:

CONSIDERATION OF A REQUEST SUBMITTED BY COBBLESTONE CREEK ADDITION FOR PROPERTY GENERALLY LOCATED ON THE EAST SIDE OF 12TH AVENUE S.E. AT COBBLESTONE CREEK DRIVE.

9A. ORDINANCE NO. O-1112-37 – COBBLESTONE CREEK ADDITION REQUESTS REZONING FROM RE, RESIDENTIAL ESTATES DISTRICT, TO PUD, PLANNED UNIT DEVELOPMENT DISTRICT, FOR PROPERTY GENERALLY LOCATED ON THE EAST SIDE OF 12TH AVENUE S.E. AT COBBLESTONE CREEK DRIVE.

9B. PP-1112-15 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY TIM SHANNON (SMC CONSULTING ENGINEERS, P.C.) FOR COBBLESTONE CREEK ADDITION, GENERALLY LOCATED ON THE EAST SIDE OF 12TH AVENUE S.E. AT COBBLESTONE CREEK DRIVE.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Applicant's Request for Postponement

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

This item was postponed for one month at the request of the applicant on a vote of 8-0, prior to consideration of Item No. 2.

* * *

Item No. 10, being:

CONSIDERATION OF A REQUEST SUBMITTED BY MARK RISSE/B3 DEVELOPMENT GROUP FOR PROPERTY GENERALLY LOCATED AT 710 AND 730 ASP AVENUE AND 421-427 BUCHANAN AVENUE.

10A. RESOLUTION NO. R-1112-129 – MARK RISSE/B3 DEVELOPMENT GROUP REQUEST AMENDMENT OF THE NORMAN 2025 LAND USE AND TRANSPORTATION PLAN (LUP-1112-6) FROM HIGH DENSITY RESIDENTIAL DESIGNATION AND OFFICE DESIGNATION TO COMMERCIAL DESIGNATION FOR PROPERTY LOCATED AT 710 AND 730 ASP AVENUE AND 421-427 BUCHANAN AVENUE.

10B. ORDINANCE NO. O-1112-38 – MARK RISSE/B3 DEVELOPMENT GROUP REQUEST REZONING FROM C-1, LOCAL COMMERCIAL DISTRICT, AND RO, RESIDENCE-OFFICE DISTRICT, TO C-3, INTENSIVE COMMERCIAL DISTRICT, WITH SPECIAL USE FOR A MIXED BUILDING, FOR PROPERTY LOCATED AT 710 AND 730 ASP AVENUE AND 421-427 BUCHANAN AVENUE.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Applicant's Request for Postponement

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

This item was postponed for two months at the request of the applicant on a vote of 8-0, prior to consideration of Item No. 2.

* * *

Item No. 11, being:

CONSIDERATION OF A REQUEST SUBMITTED BY HUDIMAX NORMAN HOLDINGS, L.L.C., FOR PROPERTY GENERALLY LOCATED WEST OF NORTH INTERSTATE DRIVE AT STONEY BROOK DRIVE.

11A. RESOLUTION NO. R-1112-130 – HUDIMAX NORMAN HOLDINGS, L.L.C. REQUESTS AMENDMENT OF THE NORMAN 2025 LAND USE AND TRANSPORTATION PLAN (LUP-1112-7) FROM OFFICE DESIGNATION TO COMMERCIAL DESIGNATION FOR PROPERTY GENERALLY LOCATED ON THE WEST SIDE OF NORTH INTERSTATE DRIVE, BETWEEN ROBINSON STREET AND ROCK CREEK ROAD, AT THE INTERSECTION WITH STONEY BROOK DRIVE.

ITEMS SUBMITTED FOR THE RECORD:

1. 2025 Map
2. Staff Report

11B. ORDINANCE NO. O-1112-39 – HUDIMAX NORMAN HOLDINGS, L.L.C. REQUESTS REZONING FROM C-1, LOCAL COMMERCIAL DISTRICT, TO PUD, PLANNED UNIT DEVELOPMENT DISTRICT, FOR PROPERTY GENERALLY LOCATED ON THE WEST SIDE OF NORTH INTERSTATE DRIVE, BETWEEN ROBINSON STREET AND ROCK CREEK ROAD, AT THE INTERSECTION WITH STONEY BROOK DRIVE.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. Site Plan
4. PUD Narrative

11C. PP-1112-16 – CONSIDERATION OF A PRELIMINARY PLAT SUBMITTED BY HUDIMAX NORMAN HOLDINGS, L.L.C. (SMC CONSULTING ENGINEERS, P.C.) FOR HYUNDAI ADDITION, GENERALLY LOCATED WEST OF NORTH INTERSTATE DRIVE AT STONEY BROOK DRIVE.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Preliminary Plat
3. Staff Report
4. Site Plan
5. Request for Alley Waiver
6. Pre-Development Summary
7. Greenbelt Commission Meeting Summary
8. Greenbelt Enhancement Statement

PRESENTATION BY STAFF:

1. Ms. Connors reported there are three items before the Commission this evening: a NORMAN 2025 Land Use Plan amendment, a zone change from commercial to a planned unit development, and a plat. They're requesting a change from Office to Commercial Designation. It is currently office, continuing down to Dove Crossing Drive and extending up to Stoney Brook Drive. However, this property is all zoned commercial at the present time and so the Land Use Plan and the zoning are inconsistent with each other. This tract is about 6.5 acres at the corner of Stoney Brook Drive and Interstate Drive. The proposed Land Use designation to commercial is for that subject tract. We also have the rezoning request from C-1 to a Planned Unit Development for C-1 uses and an auto dealership for the same 6.5 acres of property. This is vacant land from Stoney Brook Drive down to Dove Crossing Drive. The Dillard office building is south of Dove Crossing. We received protests on this item. Protests within the notice area are 28.7%. The zoning and the Office Designation are inconsistent and the C-1 zoning was approved in 1985, and the Land Use Plan was approved in 2004, but there was never any intent to change this zoning.

PRESENTATION BY THE APPLICANT:

1. Sean Rieger, 136 Thompson Drive, representing the applicant – I will just make one more comment about the 2025 Plan. It's the first time I've ever seen that happen, actually, where the zoning was not consistent with the 2025 Plan. There's probably other times, I'm sure, but when we first filed this I asked Mr. Koscinski how that happened. At the time he told me he thought it was an oversight, because this has been C-1 for a long time and there was never any intention of anybody to change it from C-1. So it's always been commercial. We're not sure why the inconsistency.

Just to summarize real quick, let me say that I'm going to have two speakers tonight – myself and Mr. Rick McKinney. Something I want you to think about as we go through this presentation tonight is that this land is already zoned C-1 commercial district, and I'm going to show you what that entails, but the decision tonight is not between a field and a car dealership. The decision tonight is between C-1 zoning without any constraints of a PUD – straight C-1 zoning – and a car dealership with the PUD constraints that we're putting before you tonight. That's the decision tonight. In summary, there's the site. You saw it again from Ms. Connors. The request is for C-1 zoning in a PUD with one additional use being the automobile dealership and service within a fully contained building. It proposes one building – a 25,000 square foot building on a 6.2 acre site, and it proposes significant PUD controls that we will show you how we're going to deal with the uses of the car dealership and the neighborhood. Those are the actual plans that you would be approving. This is the site. It is an aerial view. You see Legacy Park is right down over here – that will be Legacy Park soon after the vote the other night. This is University North Park all over in this area. I think it's important to note that University North Park would not allow for car dealerships. There was actually one looking in University North Park recently and it was deemed to be prohibited – that this University North Park area was not going to be for car dealerships. So that entire side of the interstate was a different model than what car dealerships would be. You see this entire site right here – the applicant before you only owns the area in red. We do not have any affiliation – relationship of any kind – with owners to the south of this site. So the only thing before you is what is encircled in red right there. You see the neighborhood to the west. You saw the protests. They're not happy with this project. We've worked very hard to make sure that we have put forth controls that will protect them, and we hope you will see those as good, reasonable controls. Multi-family to the north. The Dillard Group building to the south. And Rock Creek Road in a much different configuration now with the overpass and the big use across the highway. This area to the north, now, is also rapidly growing as a commercial area with the Wal-Mart project that was just approved and other uses coming on line up in that area. Here's a closer view of the field. You see, of course, the intense I-35 exposure across this area from the neighborhood behind it. I want to show you that's the actual zoning of this property – all colored red – all C-1 zoning. But what I want you to see there is all the easements across this property. One of the notable features of this property is there is a large gas line running right down the middle of it. Actually, the gas line is not really shown because the gas line is a private easement – that's a public easement right there. But the gas line is just to the right of that easement. So this is a difficult site, in the sense that the buildable space on this site primarily is to the rear of it. I think you will see that when you go through C-1 zoning, probably any project is going to predominantly put the buildings to the rear of the site because of the gas line that extends right across the front. That's an important thing to note, because what I want you to think about is through C-1 zoning, if we just left it the same, what's going to happen? Well, the buildings would probably be built to the rear of the site. Now I want Rick McKinney to come up with a couple of slides, then I will be back to talk about the rest. Rick is going to talk about the really extensive planning that is going into this project and the protections for the neighborhood.

2. Rick McKinney, McKinney Partnership Architects, 3600 West Main Street – I respect your time tonight and I'll make my comments as brief as possible, but I do want to be thorough in describing the features of the project. I am the architect of record. If this project goes forward, I will be designing the building and I stand behind what I'm saying tonight. So if we say this is

what we're going to do, this is what we're going to do. This is an overall site plan. In general, it's a graphic plan that shows the dealership in the middle – the orange shaded structure. As Sean noted and mentioned, the easement is dashed in red just below and on the under side of that building. We have pulled our building as close to that easement as we possibly can. If we could move it farther forward, we would do that. There will be a building and a front canopy, probably some columns supporting that canopy, and we're right up against that as tight as we can get. I've got about 12 points I want to quickly run through here. The first thing is this site has a single main entry off of interstate access road. There are no access points on Stoney Brook in any location, but a single main entrance. The second thing is we are going to suggest a deceleration lane off of the access road that will allow for trucks to pull off and also for unloading of vehicles. One of the concerns the neighbors had in our Pre-Development Meeting was they felt that the trucks would be pulling onto Stoney Brook and unloading trucks at that point. This will not happen. It's in our PUD documents and it will be restricted. So we are proposing to pull this truck here on the front and be able to download cars there out of the traffic. The third thing I'd like to bring up is all other delivery vehicles, whether it's for batteries or parts or tires or things like that, we have created large radii within the site for vehicular circulation totally within the site. There should be no circulation for trucks around the perimeter of the site. The fourth thing I'd like to note is, on the west side of the site, we have a solid 12" thick masonry wall starting at this point going up around the corner all the way around the back side of the site and all the way down to this point over here. One thing I'd like to note, in the upper left-hand corner, we've noted this as a six foot masonry wall – that is incorrect. We have an eight foot masonry wall and then immediately behind the building – west of the building it jumps to a ten foot solid masonry wall for sound and for light, and then beyond that it goes back to an eight foot wall. Then also along Stoney Brook along the road we have a 36" high evergreen hedge that will screen this side of the lot. You'll also notice the landscaping we have throughout that exceeds City of Norman landscape ordinances. I'd also like to point out on the west side of the property, normally where 10' setback is required, we have upped it to 45' greenbelt setback in this area. Also within those areas, we have what we're calling pocket parks, which is in addition to this sidewalk that will be wrapped around the entire site – we have paving and benches and lighting back there – there was some concern about maybe some inappropriate activities might go on back in these dark corners, so we would provide lighting there – low scale lighting that would be indirect along that wall. As far as the lighting goes, if you'll notice right here, the west third of the site – I've shown a blue dashed line that delineates the back third of the property versus the front two-thirds of the property. The back third of the property would be lit not to exceed 1½ footcandles – that would be a maximum. We even project less than that. We're allowed to have 4 footcandles on a site like this, but it would be a maximum of 1½ footcandles. All of those light fixtures along the back wall would be no higher than the wall – they may even be mounted on the brick wall. They would be like sconces or wall packs that would shine back into the site. We could have up to 20' high poles along that property line according to the lighting ordinance, but ours will be below 10'. The entire site will fully meet the lighting ordinance of an average of 4 footcandles. So we will not exceed any of that. Also, on the north side we're proposing to create an entrance sign here for the development – a masonry sign. I think that covers the majority of it. You'll notice also, the last thing, is the darker blue in the bottom two-thirds of the site – those will be basically the new car sales. Back here would be services in the back third and also employee parking. There would be no employee parking allowed on any of the side streets. That's a critical point to note again. That was a concern of the neighborhood. We will sign that and we will make sure that the owner enforces that. Finally, the noise that might be coming out of the service department – you'll see this red arrow right here. That is the entrance point to service, which is away from the residential neighborhood. They would check in here. They would circulate through the building, and then when they're finished they would exit to the north, away from the development. That was intentional to keep any noise. The overhead doors for the service are on this end of the building, not toward the neighborhood. This is a cross-section through the rear of the site, and you can see from this small diagram at the bottom, if we were to take a section through the

residential area, across Stoney Brook, across the greenbelt, through the masonry wall, and into the rear side of the dealership building, this is what you'd see. Up here you have the residential component, their yards, Stoney Brook Street, the greenbelt here – goes on across the 10' masonry wall, the low height of lights in the back – all of these would be shielded with no glare coming out the top of the lights beneath the wall on the back side of the building. The building in the back, we're projecting a 24' high rear wall. The building will be masonry or stucco. There won't be any metal components to this that would be exposed. There is an alleyway between the dealership and the brick wall, and all of that noise and all those vehicles would be below that wall. If you'll note on the flip side of Main Street going south they're putting up the new sound wall – this would have the same effect, except this is 12" thick, solid brick. But the main thing we want to show you – also we have the pocket parks back against the wall. This would be landscaped. Again, the trees on the residential side of the brick wall, sidewalk located here and then these small pocket parks we had talked about. I agree with Sean in that, as far as a buffer application, this dealership – with the height of the dealership, the restrictions on the lighting, the sound wall, the visibility wall we're putting in the back, the extensive landscaping around the perimeter, the restricted access off of access drive, the restricted parking – no parking on Stoney Brook, the delivery of vehicles away from the neighborhood – all of those things would contribute a very viable alternative as compared to straight commercial which has a wide variety of unrestricted uses, and Sean will get into that a little bit as well.

3. Mr. Rieger – Let's do get into C-1. I want to mention one other thing about this real quick too, though. One of the things the PUD also says is that all repairs and service would be completely within the enclosed building – so not allowed to do anything outside the enclosed building. Let's go back and look now at C-1. I want to make sure you understand what is C-1 and what does it allow? Right now, as a matter of right, on this property you can get a building permit for a C-1 use. So what is C-1 use? Well, C-1 is a large list of uses – and that's only about half of them or a third of them, I think. Everything from appliance stores, to automobile parking lots and supply stores, groceries – the Wal-Mart grocery right around the corner, a hotel and motel – that's a very critical one and I'm going to show in a minute what that might look like on this site – and this is a prime site for that. Package liquor stores, restaurants – all types of restaurants you could put on this space. Those are some very intense uses. Many times, as we come before you with zonings – I can remember many where restaurants and uses like that were deemed to be highly intensive. Right now we could do that on these properties. In fact, when you look at other areas of I-35 frontage, which I'm going to show you in a little bit, it has turned out to be hotels and restaurants and things like those uses. But if we did these right now on this site, we're not under a PUD constraint. The building permit could do these without the wall, without the light limitation of 1½ footcandles, without the no intercom and outdoor speakers, without the pocket parks, without all that. What you get with the PUD is those uses that now protect the neighborhood much more than just a straight zoning C-1 would do. Straight zoning C-1 allows 35' in height for a use – three stories you could put. I want to show you an example of what straight C-1 zoning could do. What you see on the screen is our site, right there, and this is the neighborhood to the west of us. At the same scale, an aerial taken at the same altitude is showing you the Hilton Gardens hotel. This is down on Copperfield Drive and I-35 – Interstate Road down a little bit north of Big Red, Red Lobster, if you're familiar with that area. That is the Hilton Garden Inn at the same scale. Under C-1 zoning right now we could get a building permit for that hotel – just like it – in that configuration. You'll recall earlier that there's a gas line going across the front, so likely the structures would be put at the back. So this is fundamental to your choice tonight. Fundamental to the decision tonight is – does the PUD as we've proposed for this one additional use beyond C-1 give the neighborhood a better exposure to this land than that? Does the neighborhood want to look across the street at pocket parks and a decorative masonry wall, and behind that a one-story building that has no outdoor intercoms and restricted lighting, or do they want to look across the street, as neighbors do right now, at three stories of a hotel? That happens right now and that's allowed right now on this site. That's a big decision. We think likely that they would prefer the pocket parks and the masonry wall to that. But I leave

it to you. So what kind of controls have we put in the PUD specifically -- legal controls that are enforceable against this property and all occupants on it? What have we done to make it better than that hotel sitting across the back property line? Well, you heard Rick go through them, and I won't delay very long on this, but the solid masonry wall is part of the PUD. The pocket parks, the benches, the substantial landscaping -- all of that is part of the PUD. The dumpster shielded from Stoney Brook -- exterior speakers and amplification all restricted in the PUD -- we're not allowed to do any of it, and any more they don't really use those -- they use pagers and ear pieces and things like that. Access restricted to Interstate Drive. The self-imposed restraint of light level is really pretty incredible when you think about it, in that the rear third of this site would only have 1.5 footcandles -- that is really, really low. I don't know if you remember, but Mr. Koscinski did a site survey around town of what light levels were. Well, that is about the same as Sooner Mall's parking lot. Nowhere near what he found at the gas stations and the car dealerships all around town. You start getting up to 5, 10, 20, even 30 footcandles. Here we're proposing 1½. So we have all of these restraints that are part of the PUD. Those restraints are not part of straight C-1 zoning, though. None of that would be given to the neighborhood under straight C-1. I want to mention real quick property values -- it was mentioned at Pre-Development that property values would go down. Well, that's relative to C-1. Would property values go down if we put a car dealership here as opposed to a field? I don't doubt it -- probably so. But would property values go down as opposed to a 3-story Hilton Garden staring down across the street -- or a fast food restaurant with its dumpsters and drive-thru right across the street? That's the relative question. In that relative question, property values we don't think would go down. This applicant actually went to Jim Artman, notable real estate appraiser in town, and posed that question -- as to C-1 zoning and all the uses that could be on that site with no setbacks and buffers of any significance, would property values go down as compared to this development. He found, and I'll read it: "... it is my opinion that the net effect of the proposed use of the property upon the surrounding land uses in the vicinity of the subject property would be no greater or different than the uses currently permissible within the existing 'C-1' ... district ...". He found no change. Is it odd to put a car dealership next to a neighborhood? No. It's done many times. We have Big Red on the south side of Norman -- I'll just show you quickly a few examples. This is a Scion dealership up on Northwest Expressway at Harvest Hills Road. This is a nice neighborhood right back behind there -- right next to it with access point right off the roadway. That's a dealership. If you look in Tulsa, this is Creek Turnpike at Memorial -- many, many car dealerships -- tons of them. What's right next to them? Nice homes. Right next door to them. There's a close-up of one of them. What have they done on a buffer? You can see the buffer right there -- probably about a 20 foot buffer. As you heard Rick say, we have about a 40 foot setback on ours with the wall and restricted lighting and all of those things. It's not unusual. What this comes down to -- in a few more minutes -- is managing the edge. So many times I've been in front of you talking about the edge. It's what we mostly talk about here -- is that edge. How do we interface the edge? Well, we're learning how to deal with that edge, and I think we've gotten pretty good at it in a lot of circumstances. But it's important that we still have the edge. Nobody, I don't think, would suggest that single family residential needs to go all the way up across this property to I-35. Right? Of course not. I don't think anybody would suggest to you that it's inappropriate for a car dealership to be fronting on I-35. Of course not. That's the only place they want to be. So then we have an edge. Can we manage that edge and do it in a way that makes sure both can co-exist? We think we can. Let's look at how we've done it around Norman in the past. I know this one is near and dear to Commissioner Gasaway's heart, but this is North Porter. We went through how many times on North Porter? Well, I remember trying to rezone Van's the first time, and that was a painful process, but it led us to some success later on. It led us down the path of how do we manage the edge? In that case, an historic neighborhood. What we came up with was a wall. It was a wall and lighting controls and a buffer. A wall, lighting controls and a buffer. That was the solution on North Porter. I haven't heard anything since, Commissioner Gasaway, of people complaining about the results of that. I think it has been well received. That has been done on Van's. This is Tarahumara's. The same thing. A wall, a buffer, and restricted lighting. It's been

well received. Look at that edge right there -- this is very, very minimal compared to what we're proposing tonight of substantial buffers, setbacks, an entire street between the two developments, the full-height 10 foot down to 6 foot masonry wall. Much more intense of a buffer and an edge than what I'm going to show you here and in other parts of town. We did it at Hiland Dairy. Rick was just telling me he actually designed this back when we did it. I haven't heard any back draft from the Hiland Dairy project. Similar situation. A wall. We did a wall. We did a wall and a buffer and all of those controls. That was to buffer large trucks that were idling through the night and all of those concerns. It has worked. So what have we done on the corridor of I-35? Well, we haven't put as significant of buffers in place and this is, again, that Hilton Gardens. If you remember, this was hotly contested. This one was a battle. But it got approved and there it is. This is a very similar circumstance to what you're looking at tonight. You have a street a little ways back from I-35 and a neighborhood behind that street. Then you have land and I-35. It's the same situation you're faced with tonight. Your decision tonight is do we go forward with the project as we've proposed, with all those PUD constraints, or do we allow it to go forward as C-1 straight zoning right now? Well, what you're looking at on the street is what C-1 straight zoning would allow that land to be. Restaurants and hotels on I-35. I ask you to, please, look very closely at that site. We didn't make that up; that's a pure aerial -- Norman Hilton Gardens looking straight across the street to that neighborhood. Those are three story windows -- a large structure abutting right next to this neighborhood. That can be done right now on Stoney Brook on this land. But what we offer is the alternative of a significant masonry wall, buffer, lighting restrictions, sound controls, and the pocket parks. It's a better solution. I'm going to move closer to the site and see if we've done a better job on a proposal -- and I think we have. This is Pheasant Run at Robinson Crossing. This is an older development, but really not much of a buffer at all. You can see the alley way back here, Robinson Crossing, and this is Pheasant Run back behind it. Some lots that you can see back in the old fencing. Dillard Group Building -- this is at Dove Crossings. Now this is the southern end of land we don't own, but you go out from here and there it is. So what has the Dillard Group Building done to buffer to that neighborhood? This is a three story structure and you can see their parking lot, but if you look closely there, they've done very little -- and I'm not trying to criticize the Dillard Group Building -- that was a different use and a different time -- but there is really nothing more than appears to be about a 5-10 foot buffer and a wood picket fence. What we've proposed is substantially in excess of that. Substantially. And so the decision, again, is between -- not a field and a car dealership -- but straight C-1 zoning and this car dealership under these PUD controls. Which is better? I'll leave you with the thoughts of staff. Staff supports this. They supported it on that basis, I think, basically as they wrote: ". . . the restrictions on development in the PUD which include construction of the eight" -- and we've changed that to ten -- "foot decorative masonry wall, the perimeter landscaping, the prohibition on the use of exterior speakers, intercoms, and sound systems and the limited access to the site from North Interstate Drive only provide protection for the residential uses to the west above the regulations that could be imposed with the existing C-1 zoning on the site." "The adoption of the PUD standards" -- this is staff's wording -- "will ensure a better transition from the Interstate to the existing residential area. Staff supports this PUD request." We believe, Commissioners, this is a good project. As we've said, have we managed the edge? Have we done it in a way that makes this project co-exist with the neighborhood in a responsible way? We think we have. I'm happy to answer any questions you have. We have the team here. I know it's been a long night and I'm done.

4. Mr. Lewis -- If I were backing up to this car dealership, my concern would be -- as you drive by any other dealership -- "Rick, line 1" -- all that. You've told me that is not going to be the case. That's written into the PUD. That's not an option. One of the other things would be the glare in my back yard. I know the City of Norman just enacted a lighting ordinance. Help me -- in comparison -- compared to a dealership -- a great dealership just north of that -- it's the beacon in the night. How would you say this would compare in regards to lighting, actually being aimed down toward the ground, very little light glow spilling over on the sidewalks?

5. Mr. Rieger – I don't have the lumen count on that, do you?

6. Ms. Connors – I do. Because we did go out in the middle of the night and test some of these sites and the dealership that you're speaking about up on Interstate has about 40 lumens per square foot. Our current requirement is that it be 4. So you can see there's a great difference. They're restricting the western third to 1.5 per square foot. So there's a great deal of difference in the lighting. Plus those fixtures at that dealership are not full cutoff fixtures, and these will be required to be, so they will be shining the light directly down to the ground and there won't be any spillover above the horizontal line.

7. Mr. Lewis – When we're talking about wall packs, that's not light going out – that's light shining down?

8. Ms. Connors – All of the fixtures have to be full cutoff.

9. Mr. Boeck – Question on landscaping. Conifers? Deciduous? A mixture? Obviously, conifers don't ever lose their leaves, so as they grow tall they can provide a lot better absorption.

10. Mr. Rieger – I don't think we've actually gone to the detail of that, yet, but I would think it would likely be a mix of the two. I'll defer to the designer on this one.

11. Mr. McKinney – Commissioner Boeck, that would be largely evergreen species we would prefer in the back, that could grow 15 – 20 – 25 feet tall, possibly. That would be the preference to provide year around. If I could, I'd like to mention also, we've not talked about detention on this site. Obviously, we're adding a lot of hard surface here. The detention on this site will be something quite new to Norman. It's totally contained underground, and released on a timed basis. Before I say anything that will get us in trouble, I'd like Ole Marcusson from SMC to come up and maybe address the issue.

12. Mr. Rieger – As he's walking up, I want to say it's not totally new to Norman. You have approved it before on OEC's site – many sites, actually. It's kind of becoming the norm.

13. Ole Marcusson, SMC Consulting Engineers – We've already had a little bit of an education today on drainage from the previous civil engineer. I do want to say one thing. I don't agree with him. Norman is not a nightmare city to work in. I think what he was alluding to is the storm drainage criteria that Norman has are pretty strict. So you adhere to that drainage calculation and do your drainage report, you can pretty much guarantee that you're not going to create any flooding. I think that's what he was trying to allude to. With the preliminary plats in Norman, you have to turn in a preliminary drainage report. We turned one in; it has been reviewed and approved by two staff engineers – the development engineer and the storm water engineer. In no way are we releasing more water than the pre-development conditions. Like Rick McKinney said, we're using underground detention. There's two storage basins – one on the south side of the building, and one on the north side. They're connected by 18" pipe and a 24" pipe is draining into the creek north of Stoney Brook on the northwest side. We are controlling the runoff from the two year storm all the way through to the 100 year storm. In no event are we releasing more than the pre-developed, which is the requirement. So we're not adding anything to any existing flooding conditions. If you have any questions, I'll be glad to answer them.

14. Mr. Knotts – Are there any maintenance provisions for that? All I can see is that will silt in and then it becomes less effective.

15. Mr. Marcusson – There are many ways you can get down there. It will be set up so you can get a vacuum truck down there to suck stuff out. Once the site is developed, there shouldn't be a lot of silt going into it. It is set up where you can have vacuum trucks clean them out. Yes.

16. Ms. Pailles – The lights along the access road at the front of the property. Will those be on all night?

17. Mr. Rieger – I think so. Yes. I think along the main access road, the frontage road – yes. They would be on. We were just talking earlier about – likely, I think, what you would see happen on the lighting scheme is, because the rear is 1.5 footcandles per foot, and the front only up to 4, I think you're going to see a gradation of the lighting from the front to the back, so that it would be fairly intense along the access road – the frontage road – to light up the front area and the entryway and the cars, and then it would just slowly decline back to where in the back it's only 1.5 footcandles.

AUDIENCE PARTICIPATION:

1. Donna Taffe, 3205 Regal Run Drive – I'd like to say that, before making the decision to purchase our homes, we had a reasonable expectation of what could be built on this lot under its current zoning, even though everybody keeps trying to educate us. Our expectations were further reinforced by the City having designated the location for office space in the 2025 Plan, which I know you say now was a mistake – but when we lived there and researched it, we didn't know you made a mistake so we don't want to have to pay for that mistake now. I would reiterate that I believe it is of paramount importance that you consider the appropriateness of the zoning as it relates to the existing neighborhood. We believe that the upgraded zoning on this lot for the special use of a car lot is not an appropriate zoning, given the fact that it's an integral portion of the neighborhood. I think that the pictures that you're shown don't really do it justice, because the pictures I have will show you that step off the curb on one side and it's the lot and step on the next curb and it's our neighborhood – it's our streets that are in our neighborhood that we are there in every single day. It's unreasonable to ask a neighborhood in such close juxtaposition to co-exist with the type of lighting the car lot will require. It is dangerous to assume that, over the course of time, those working at this location, or those who purchase it from them later, will respect the requirements of the PUD, and it is unreasonable to ask the neighbors living in the development to hold their feet to the fire when the needs arise. In the PUD narrative, you talk about the storm water collecting in the underground detention ponds. By nature of what this development is, there's going to be chemicals from car detailing – there's going to be transmission fluids and oil – all those kinds of things from used cars being sold to them and from them working on service issues for cars coming in. The drainage ditch has been transformed by the City of Norman recently over the past two years into a very lovely natural habitat, and we've got mallards down there and geese and we've got hawks – it's beautiful. It's a beautiful place. What happens to these animals when these things are discharged into that area now? Has anybody thought about that or has that issue been addressed? The PUD shows a special lane created for parking and turning in front of the dealership. If shoppers are parked there when the stores are closed – like they do all over Norman – I know because I'm guilty – I do it, too. I've done it recently. It's going to cut off our line of sight trying to exit the development onto Interstate Drive. If we look to the right turning out of there, cars parked in that area will cut off our line of vision to try to exit out of that development. In addition, they tell us that the trucks are going to off-load and on-load cars there. I had an extensive conversation with Angelo – and you were there – we had the conversation, the three of us together – and he stated to me that that was not allowed. The City does not allow that. They would never allow that. But it's in the language of the PUD. If we can't see with the cars there, you can imagine what it would be like with car carriers there. Someone will get hurt. I also had contacted the Planning Department to ask about why the area included in the 350 foot notification area map that was provided for the people who had to be notified and the land usage that was required

to obtain a super majority vote – I asked why was this map different than the map that we received in 2007 for the same issue. I didn't really get a very good answer, because the answer I got said, well, it compared the map that we were given in 2012 to a pre-development map that was inaccurate. So I would like to ask, has Legal resolved that question for us? Because the two maps are very different. One map includes University North Park area, and the other map does not. I also just have a general question about how upgrading of the zoning affects costs per square foot on a piece of property like that. Does the cost per square foot go up with the zoning that's on that area? The other question I have is do you have actual details on the lighting in this proposal – how many lights are going to be there? Do we have any realistic comparison about how that light will enter our neighborhood, regardless of whether there's lower lighting in the rear or not? The same with noise control. I just don't really see those issues as having been fully addressed. Do you have details on the number of lights and issues like that – those kinds of things? So you don't even have any really relevant details about what this is actually really going to look like to our neighborhood when it's all said and done – and it's already too late for us, the zoning would have been approved. Then the other question I have is, what happens if the PUD is approved and they begin the actual building process, and in that building process when we talk about the special issues that exist with this piece of property, given all the pipes and everything that are running underneath of it – what happens if they start this building process and then they say, oh, wait a minute – we can't do that – we're going to have to do something different. What happens to us then? Or what happens to that whole situation at that point, if they can't build it because of the pipelines and other things that are existing there currently prevent them from doing something in some way they may have planned to do? I don't understand what would happen next. So that's a question I guess I'm asking – what happens next? I was struck by the comment from Mr. Rieger that University North Park won't allow the car dealerships over there. They don't want them. You know what? Why do we have to have them, then, across the highway? You know, we, as a neighborhood, have – since University North Park has – the build out has started over there – have experienced nothing but problems – with drainage issues. In fact, I have pictures with me – if you want to talk about drainage issues, I'll show you the drainage ditch in the back of my property. Then to hear that they don't want – I mean, we're living with the problems caused by University North Park now. This car dealership wants to locate there because of the exposure to University North Park, and you're asking us to put up with that now. Then you tell us that, well, University North Park doesn't even want it – so you take it, neighborhood. It's all yours. I think there's something wrong with that kind of thinking. I guess it's late and I'll close there, because I think we know coming in that you'll put your stamp of approval on this tonight – it seems like it's already been decided, and our fight will have to be at the City Council level, and we understand that. This is a big issue for this neighborhood. We are tired of the time and the effort that it takes to put into constantly have to come back and tell them that we don't want this. Almost every house in the neighborhood signed that petition. The ones that didn't sign, it was just a matter of logistics – we couldn't get to each other. We understand we can keep working a petition, and we plan to do so. But know that no one – no one – find me someone somewhere in that neighborhood that thinks it's okay to put a car dealership in there. I just don't think you can do it. I guess in closing I'll just say that I'm opposed to this rezoning request. You know, we're all adults here. We've got well-educated people in the neighborhood. We've examined the C-1 zoning. We knew what we were expecting when we purchased our homes and made investment there. We would ask that you would respect that, just as you did in the other neighborhood that came before us. We're no different from them. We deserve the same consideration. This is a huge issue. It's not the same as putting a strip mall in there. I would never have purchased my home in a neighborhood with a car lot in that juxtaposition to the neighborhood. I would be hard-pressed to find someone else who would do it. I think you would feel the same way. I guess that's it for this meeting. See you next time.

2. Richard Clark, 3200 Dove Crossing Drive – I am the original house out there – the first one that they built. I'm on the corner of Dove Crossing and Stoney Brook. I've been through this

before. I fought the Dillard Building. It's still there. It came in. We did the very same thing and I don't know that it matters or not. I've lived in Norman for 50 years. I have a 9 year old granddaughter who lives with us. I have a 10 year old that we raised. They play in the neighborhood and everybody that test drives is going to come through our neighborhood to test drive their cars. To me, that's a safety issue with all the little kids that are now living in that neighborhood. It seems very safety not good. Also the lights, again. I don't think I agree with that at all. I hope you all will not let this zoning go through. We've been told that they could put this in and they could put that in, but nobody really knows exactly what they will do. This meeting could last 'til 5:00 in the morning also. There are a lot of things that could happen. If there was a restaurant, I'd probably walk across the street and enjoy it – maybe. But I don't plan on buying a Hyundai. Five years ago we decided to go ahead, since we're retired, to stay in the house that we are. We've put a lot of money into our home. We've redone everything inside and out. I mow my yard twice a week. There is no way, if a car lot was in there, that I could recoup any of that funds that I've put into that home. There's a school also down the road. It's less than a quarter of a mile. Just one question – would you all buy a house next to a car lot? Thank you.

3. Mark Benner, 3220 Dove Hollow Lane – A resident of Dove Crossing Addition for the past 15 years. Thank you for your time and service to us and for us to begin with. I'll try to be brief. I'm not speaking for myself when I say that we in the neighborhood are not against development of this lot. We are, however, against irresponsible development of this lot. This lot's location has the distinction of bearing the unavoidable responsibility of, no matter what is eventually developed on it – and we know that it's coming – it will affect Dove Crossing Addition. We have no other access in or out of our neighborhood, other than Stoney Brook or Dove Crossing. This egress restriction can be looked at as an advantage or disadvantage for both residents of Dove Crossing and for any future business owners who choose to develop there. There have been zoning ordinances for as long as people have been building cities, and for good reason. It's called the common good. I feel common good is another way of saying the need of the many outweigh the need of the few. Many are the residents of Dove Crossing and surrounding neighborhoods who will be affected in a negative way by this proposal every single day, several times a day. Need of the many outweigh the need of the few. Few are the owners and developers and customers who will benefit by putting any car lot there. Again, we are not against responsible development, and in the view of the many this proposal is irresponsible. I'm asking you to please vote no and recommend to the City Council to disapprove this proposal. Also asking you to try to fix, if you can, the discrepancy between the zoning and the 2025 Plan. Thank you.

4. David McClurkin, 2000 Swan Hollow Drive – Any chance we could trade this in for the school? One thing I did notice – and I appreciate all the comments regarding the school – is there were a lot of people here supporting that and in favor of that. It would be interesting to see how many people stand up tonight and say, yes, we need more options for buying cars in Norman. I don't think you're going to have many of those. Basically, again, I've lived there for 16 years. I went through this process five years ago. Different buffering system. The City Council would have rejected it if it had come to them; the developer requested postponement indefinitely, which was their way of bailing out after jerking us around for months. It looks great. How many people attended the City Council meeting on North Park? Look at all the promises that were made regarding North Park. Look at all the people who stood up and were extremely upset about all of the broken promises. The potential for that is here, also. The other aspect is, as we see, the threats. These threats are tame, compared to five years ago. Five years ago it was a Wal-Mart that could go in there. Technically, yes. Five years ago they showed us a design for office buildings that even an architect from the Soviet Union would have found unimaginative. Now it's liquor stores. If they put in a liquor store, believe me, I'll patronize it. I've been driven to that point by all of this. You know, if you look at the original documents, they say along the west side of that property is supposed to be a tree barrier. When I moved in, there was. The trees

died. Nobody has replaced them. Same type of thing can happen here. They'll put in twigs that will probably be killed in the next drought and, unless we're sitting there constantly pounding, nothing will happen. Probably the enforcement will be nil. As in North Park, the only option – we'll have to shut them down. Well, no one is going to do that. The City Council caved on that. They would not enforce their own previous contracts. This place closes down for economic reasons – we had a place close down in the mile of cars. Not a big deal for the mile of cars. An abandoned car dealership would be a big deal for us taking over the entire north chunk of that land. Someone asked for a PUD for this – well, someone is going to come in and ask for a PUD for the south side of it, even if it's not the same owner. You have now car dealerships stretching across that whole area. One thing specifically the PUD does not address – it did say, yep, the employees will be required to park inside the dealership. They said nothing about the customers. All of the people who come are going to have to park somewhere. It's going to be along Stoney Brook, along the access road, wherever just to get into that place. Just the threats of what could be versus this – the aspects or the possibility of broken promises – just like we had at North Park. It's just not worth the risk. It's just not worth the risks to us.

5. Gregory Van Gorder, 2020 Swan Hollow Drive – My house is next to a park that is frequented not only by the people in the neighborhood, but the surrounding. Both ends of Interstate Drive have those multi-duplex apartments. They drive to this park. So I have to deal with traffic from people outside the neighborhood now parking, blocking my driveway or taking up everything along the side of the road. What makes me think it's going to get better when you put a car dealership out there at the end of my street? Are they going to allow people to drive in there? They say no. When I asked what we could do to prevent it, you can call somebody and they can stop it. That's not going to work. I couldn't get a police officer when I had somebody in a party house there – an illegal frat house. I called many nights. It took two to three hours, if somebody showed up at all. And that's with young adults driving little motor scooters around the neighborhood at 3:00 in the morning because they were too drunk to know that was a stupid idea. Or riding on the hood of a car as a friend drove around the neighborhood and they'd fall off in your driveway. Or half naked kids running around the neighborhood ringing the doorbell. I couldn't get a police officer there for that. What makes me think I'm going to get one now? The whole west side of Norman, from Robinson, Interstate Drive, back it's one officer all night long. Is it going to get any better with a car dealer lot there? Or maybe – is that what we need? Somebody with more money than us to come in there and do that. Another question I do have, though, on Interstate Drive. It's not the best quality road. It was never meant for high volume of traffic. It's a service road – an access road. Is it even built and designed to carry semi trucks? Semi trucks that are going to carry the tires in there, that are going to carry the cars in and out of there – not just once or twice a week. The car dealer is going to be rotating cars in there all the time. The semi trucks are going to bring in the parts, bring in the oils, bring in everything else. That containment system they talked about is nice – I had an issue with North Park and the drainage. Oh, it won't affect your neighborhood. As soon as North Park started being developed, that little Brookhaven Creek turned red orange clay from development. It hasn't changed since. The last time they tried this they had a really big issue with drainage. They're going to put an underground drainage system and that's great. It's still going to dump into that drainage system that runs behind my house. I've already had my property being washed out. I talked to the guy in charge of your drainage system here – City maintenance guy – come up and said that's your problem – your property was not built correctly. I bought my property like that. If there was an issue with it being built by the developer, how did it get approved in the first place? But I still have to go back there every year and backfill the back property line because it's getting washed out, and the water continues to get higher. A couple of years ago – no, it was this year. I got a notice that, oh, we redid the flood zone. Your house is now in the flood zone. We're sorry. Would you like to buy insurance through the City? Is that because we've got more water dumping in there because North Park got built? No. Of course not. I'm beginning to wonder. Do you care about the neighborhood and its residents or are we more important than the mighty dollar that we might

bring in from a car dealership? It just sounds like the people's voice is not getting heard. That's all I have to say.

6. Shay Speligene, 3237 Dove Crossing Drive – As far as I can tell, as much as I've researched this, it seems to me to be an ethical problem, much surrounded around safety. My dad is a Ford dealer – 40 years in the car business. I showed him this lot and he said it will never work. It will never survive. There's a Hyundai dealership three minutes away – 1.5 miles. Why do we need this here? It will never work. It will be replaced by someone that has a used car lot that has a sign that says we finance anyone – bad credit, we'll take it. That's what will happen. I don't understand why they want to put a dealership there – it will never work, and I'm aware of that. But it revolves around safety for me, because we have children that play in our streets – they're riding their bikes. There will be test driving back there. It will never work. Can you imagine a child being hit by someone test driving? It will happen. I mean that, hopefully, won't happen, but there will be dangerous activities, especially with the semi trucks unloading the cars on the roads. We couldn't see to exit – I've played it out in my mind – every time I'm pulling out I've tried to envision how we'll make it work. I just don't see that it would work. We feel it would be a tragic change for our neighborhood. When we purchased our home, we researched what C-1 meant. We bought our home knowing it would be C-1. We had no idea that we would be standing here right now trying to fight there being a car dealership in front of our home in a residential area. We would like to keep our neighborhood zoned as what we had in mind. We have been told and threatened with what it could be. I embrace retail. I embrace whatever comes. I am not embracing a car dealership. I've thought of what the other choices would be. I'm also very leery of the developer. I'm leery of someone that sends his attorney in and we never know who this developer is. I've tried to research who he is – who will ensure that all these things take place. I don't trust it. I would ask you to please reject this change to a PUD, because we all stand together in our neighborhood against it. Everyone has told me that you will – we have no chance to stand before you tonight. I believe you will do the right thing and speak for us. We have shown you that we do not support this. We will continue to fight. Thank you.

7. John Heard, 3205 Bismarc Lane – I've lived there for 25 years. The applicants did a great sales job, but I'm not sold. They have a deceleration lane for the semis to pull off on. Semis don't show up during normal business hours all the time. A lot of times these guys drive over the road all night long. They're going to get there when the dealership is closed. They're going to pull down Stoney Brook. They're going to park back there by the nice parks, sleep it off 'til 7:30 in the morning when they open up. That's when our kids are going to hit the bus stops right there at those corners. Who is going to restrict them from being there? Nobody. When you go on a test drive on a new automobile, you drive the customer off the lot. You find the nearest turn around spot and change drivers with that person and let them drive the automobile. That's going to be in our neighborhood. I'm against this proposal to change to the PUD and hope you consider the people that live in the neighborhood. Thanks.

8. Pat Walker, 3200 Duvall Drive – Mine is the corner property on the south end of where this development would be. There are trucks that come in now and park overnight – or have. So enforcement was one of my concerns – about which things under the PUD would come under the police enforcement and which would go through Code Enforcement and how long would it take or would it be up to us to hold our feet to the fire, I think, is what someone else said. I agree with the people before us and most of the things that have been said. Lighting in a real concern. I noticed that the wall on that south end is lower and doesn't come all the way around, and so I don't know how that benefits me as someone who lives on that south end of the property. I teach in a school that has very thick walls. They talked about 12" thick walls. I can hear through those walls and know what's going on in the next classroom. I don't see that wall as being that significant of a sound barrier to what's going to go on in that property. I think that the intent of the land use and the intent of C-1 is that it's to benefit the neighborhood and I

don't see this being in our best interest. It talks about signage can be amended. I'm not clear in the PUD exactly what their signage will be. It says it meets City use. The other thing I was curious about is the utility surges. In the past in our neighborhood – not as much recently – we've had a lot of electrical surges and that would throw off your clocks. So I don't know if being zoned C-1 or the amount of lighting that comes in with this property would affect the neighborhood at all in terms of the electrical usage in that area. I just don't have enough information to know. But I know that it has been. I think that the last thing I want to say is I'm really curious what Donna brought up about – because I went back and looked at it and I looked at the responses we got when we asked about the legal issue of who was notified. The last time – it was a bigger area, but that's not the issue. If you look at just that area, it was the 350 people that were notified – no one was included across I-35. This is a smaller area and yet now the notification area includes beyond and over into North Park, which means we had to get a whole lot more – we could have gotten the entire neighborhood to sign and still not have met the requirements for a super majority. So it seems like – and last time we did. So I'm just really confused about how this is coming about and I also feel like it's a back door in order to be able to rezone the properties to the south and yet never us be able to get a super majority because they're doing it piecemeal. But I'd just like there to be a postponement until there can be a ruling on that, if nothing else. Thanks.

9. Tracy Rye, 3204 Regal Run Drive – Lived in the addition for many years now. I'm totally against the car dealership. The gentleman over here came up and he told you all the good things. You've heard it all – how pretty it will be. No doubt about it. It looks nice for a car dealership. He managed to show us two other pictures – three other pictures – one on the north side of the city, one in Tulsa, where there were houses around car dealerships. That's not many. That tells me it's not usually done. As the old saying goes, you can put lipstick on a pig – it's still a pig. Thank you.

10. John Spencer, 1816 Bismarc Court – My issue is the safety of the children in the neighborhood. On any given day, I can have 14 kids under 12 years of age – his granddaughter included – down in our cul-de-sac – which is fine. We love it. The kids play, they have fun, there's not much traffic down there. I don't care what anybody says about them not test driving those vehicles in that neighborhood – they're going to do it. The salesmen – all they want to do is sell the car. They don't care while they're test driving where it's going to go. There won't be – and the kids – that is the main deal. There's a lot of children in that neighborhood and safety is a big concern and I would feel real bad if one of those cars go around that corner and hit one of those children. That would be bad. Because some of them children don't look to see when a vehicle is coming. It's safety of the children.

11. Chris Sulaitis, 3205 Duvall Drive – I wasn't going to get up and speak. I put a two-page letter in protest for most of my safety issues that my family and I came up with. It wasn't until I heard you people speak about – in the last issue – Dr. Pailles saying that you know that schools fail and then they're left with those buildings. Car dealerships fail. We did this how many – five years ago. This is an Automax Hyundai. I guarantee Hudimax is Automax and Hudiberg together now. It's the same people. Hudiberg already bought out Big Red. They own two dealerships on the mile on both sides. Automax is sitting in one of those spots. Where does the City benefit when this gets approved and Automax just moves up the mile of cars into this spot? It leaves an empty spot on the mile of cars where that is designed for the cars. There's no turn-in for this – test drives – there's no place to go for a test drive. You know, you have to go a mile and a half. We've got a school now. We have the hospital. You have to go out Tecumseh and that's a distance. They're going to be driving in our neighborhoods. Some of the things – Automax is – last time we brought it up – most of them are only there for two years and Automax has moved on to somewhere else. Most of them now – I work up in Midwest City. A lot of those places now are just used car lots. What guarantees do we have that this now isn't bought up in one big car lot? Or if they buy the lot next door, I'm not sure if Hudiberg owns the lot next door to Big Red on

the west side, but their employees park in that field. It used to be a nursing home. Their trucks pull in there. Everything. It's just a field. If that's still C-1 and they buy that property cheap, because nobody wants to be next to this – you know, what are they going to turn that into? We already talked about drainage problems. We have very bad drainage. Everything from 35 drains into the ditch right in front of there where they're planning on putting the deceleration turn lane. Everything from the field runs into our neighborhood. We have no drainage systems, except for our roads. Our roads get repaired every two years due to the heavy water. We just got resurfaced. The water is up over my curb – I'm in the center street, so everything funnels down into that. They're going to pave 6 acres of field. In the survey – I went around walking around with my petition and I talked to the people in the strip mall next to us. They never got notified. 100% of the people I talked to – the owners in there do not want a car dealership. We would rather have a strip mall. We're not against small business. I support any small business that comes in there. We want responsible planning. Putting a hotel right there probably wouldn't be responsible planning. Just because it's there doesn't mean – and now we get threatened with a liquor store. We'll support all the restaurants – things like that – small businesses in that neighborhood. But a dealership – we wouldn't have bought a house there if there was a dealership. I don't think anybody else would that close. It's not like going across Main Street. It's you stepping out of your front door and looking at your neighbors across the street front door is how far that street – Stoney Brook – is. It's a very short distance. Those pictures they showed – I don't know what kind of camera they used, but the field is not that big. You know, it's not an ideal location for a car dealership. It's not set up for that. Either they have to buy the whole thing – which would probably be the next step, because once you approve this you can't – you're probably not going to turn down the next person that asks for that because they're going to use this as a precedent. So we'll see one big car dealership there that may be profitable. The biggest thing is responsible development. They showed pictures of a car dealership in Tulsa and those houses that are there – I guarantee those homes were there before the city allowed that to go in there. That wasn't responsible to put it right up there with no buffer or anything like that. So it's not like that housing development was built after that car dealership was there. We're asking you to look at that if you were living in that neighborhood – would you allow this kind of development right there? We also have the strip mall. We have CCS there – the school. They were concerned about the test drives also. But with the strip mall, the only people notified was the owner of the building – which you didn't notify the owners of the businesses in there. The apartment complex is the same thing. You notified companies that are out of this state that own that. The people in there – in that development do not want that. They don't want those lights because they look right into it. I talked to the people that live in those apartment complexes that face that. I think Hudiberg already has a presence there. Just something totally second hand when I was walking around with my petitions – individuals – a couple told me that they frequent Louie's. They mentioned that a person named Mark Rogers – they go, why you even doing this? It's a done deal. They said Mark Rogers, and I asked who Mark Rogers was. Said he was a sportscaster – now the name sounded familiar. They said, no, he's the spokesman for Hudiberg and he already said it's a done deal. Said he's already promised them that spot. So I don't know if that's inside information, but it shouldn't be in a place where people are drinking and public. Thank you.

12. Ms. Connors – There was a question regarding the notice map. In 2007 the size of the property was 12.5 acres approximately, and now it's 6.5 approximately, so the notice area is different. There seemed to have been a policy of staff members – in 2007 I was not at the City at that time – that they cut the line off at I-35. The ordinance clearly does not allow that to happen, so the notice map that was sent for this needed to extend across I-35. The only land that is counted in the protest area is just the amount of land within the circle. So if only a portion of a lot is within the circle only that portion is calculated in it. So if a lot is 25 acres and only 5 of that is in the notice area, only the 5 acres get counted toward the protest area. I have the file here from 2007 and we did not notice across I-35, but that was incorrect. So the notice that we

sent for this hearing was correct in regards to our ordinance. I did check with the Legal Department at the time that we were discussing this, and that was correct.

We do not receive a lighting plan on any development prior to the building permit being submitted, but the lighting ordinance is in place and all commercial developments need to comply with the lighting ordinance. There are steps taken through the building permit process that require you to ensure that you're meeting the ordinance requirements.

A PUD stays in place – it is a zone change. It is a planned unit development and is a zone change and the uses allowed in a planned unit development would be the only ones allowed. If this doesn't get built, the C-1 uses are also a part of this planned unit development.

The UNP zoning – again, I wasn't here when that was put into place – it is a planned unit development and it excluded car dealerships. I can't tell you why.

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

1. Mr. Knotts – If the PUD promises in lighting are somewhat scoped around the lighting ordinance – if some forces have their way and change the lighting ordinance, does that change anything that might happen here?

2. Ms. Connors – No. First of all, they have to come into compliance with the ordinance that is in effect now. In addition to that, the additional requirements they've put into the Planned Unit Development would be required to be met under any circumstances.

3. Ms. Pailes – I have a question about the drainage for the drainage expert. You said it's underground. I assume there's a cement cistern that it's collected in?

4. Mr. Marcusson – There's several ways to do underground detention. You can use big culverts – concrete culverts, metal culverts – prefabricated chambers. There are all kinds. What you have to meet is the volume requirements.

5. Ms. Pailes – A parking lot like that is going to generate a lot of slimy oil runoff and places like car washes have to collect the nasty water and filter it before it's released. This is going to generate a lot of nasty slimy, oily water. Is that going to be filtered in any fashion, because the drainage creek is right there?

6. Mr. Marcusson – Rick can answer that, but I'm sure they have to have stuff in place for the garage where any oil spills have to be collected. To collect anything from the parking lot, there are storm water devices you can put into a system that cleans up that debris before it hits the creek.

7. Ms. Pailes – Now this eventually drains down into Morgan Park and a number of state agencies have put a lot of love and care into working on the water there, and you hate to see just oil and sludge run straight into it.

8. Mr. Marcusson – There are devices you can put into the system to clean the water.

9. Ms. Pailes – Are those are going to be there?

10. Mr. Marcusson – They're not required by City ordinance. Yes, they will be there.

11. Mr. Gasaway – I've always worried about this piece of property, because when you drive down the interstate and see the wonderful neighborhood, you envision all the things good or bad that could go on this piece of property. I want to assure the last gentleman that got up to speak there is nothing about this that is a done deal. No one has approached any of us, and I guarantee no one has approached any members of Council – you know, we hear that quite often, so I understand how it gets started. I just wanted to assure you that nothing is set. Like I

said, I've always worried about this piece of property. The advantage to the PUD is what is passed here – what is approved here and then gone to Council and passed is what will happen. It can't be changed. That is a guarantee to you. That is the positive side. The down side is I understand you all do not want a car dealership there, and it sounds like most of you are very well educated enough at the time you bought your property and continue to be that you know what can go in as C-1. I don't take Mr. Rieger's comments as a threat as to what could go in – those are actually things that could go in there basically without any further action needing to be taken. I just want to caution you all that that is a possibility. I've given a lot of thought to what to do with this. Seeing the protest map, where virtually every resident is opposed to this, I'm going to stand behind you all in terms of my vote. But I do want to caution you that you do understand in C-1 what could go in there. But if you all are definitely opposed to a car dealership, that would be my vote in this case.

12. Mr. Boeck – I guess that's kind of my thinking. C-1 has some options. I'm a sustainable architect. It would be nice to have a restaurant there or a liquor store where you could walk across the street and get something to drink and walk home. Or a grocery store or something like that, because I want to see neighborhoods where they can be walkable. There's no reason to walk – I guess you can walk over and buy a car. It was a great presentation, and I really have known Rick McKinney for a long time and he designs quality things. My feeling is I'd tend to just leave it C-1 and let something happen in there – or maybe the neighborhood would gather together and buy the land, and then they wouldn't have to come before us all the time and protest.

13. Mr. McCarty – These are never easy, especially at 11:30 at night. But it's important for us to discuss these and continue this discussion. I was here in 2007 when the prior car dealership came before us and before you all, and I feel that layout was not as good as this one. I think that this architect and the thought and the owner has put a lot of time and effort into this to protect the community and protect your houses. Large buffers through the back. A 10' high masonry wall 12" thick – you're not going to see a C-1 restaurant do that. You're not going to see anything that potentially could go in there spend that kind of money to protect your property and to keep you secluded from that. They basically have made this property exclusive to the frontage road. I know these are tough issues. If I lived there, I would probably rather see protection like that than a restaurant or a bar or loud music that plays through there – people getting drunk and driving through my neighborhood. Now, somebody mentioned the party houses. That could potentially be a party restaurant. I don't know what's worse. But they've put a great deal of thought into this. The parking lane out front, the PUD requirements to keep people from parking and driving down Stoney Brook. I think this is a great alternative to what it could be. I know last time we discussed that and I know that layout and what they had proposed wasn't near as well thought out as this. The investment that whoever Hudimax is putting into this – it seems like they're really thinking of you all. I'm not here to debate – I'm just merely making statements. Like Mr. Gasaway said, we can get a zoning on this – or someone could get a building permit for a bar/restaurant there – dance club – whatever it may be that meets C-1 tomorrow and you would have no say in it. It puts us in a very awkward position to make these tough decisions. But when you do planning and you look at what could go there and what's potentially proposed that is bound by a legal document – a PUD that protects you all. I'm not here to debate those things, but it's definitely a lot better than what we saw in 2007 and I think the design is definitely thinking about the community that's there and to protect them. That's my two cents.

14. Ms. Pailles – I agree with both the commissioners. You could do worse. You've got an architect that's willing to work with you. I mean, it's fairly attractive. It's pretty much like looking across the street at a front yard. On the other hand, as you said, that area is very much part of the neighborhood. Stoney Brook is a narrow little residential street. You stand on it and look across the street and it's just like looking across the street at what would be the house across the

street. It's just right there. So that area is very much part of the neighborhood. This is a reasonably attractive design. You could do a lot worse. On the other hand, I don't live there and you do and this is one of the few forums where a neighborhood can express itself and I feel like I kind of have to honor that.

Curtis McCarty moved to recommend approval of Resolution No. R-1112-130, Ordinance No. O-1112-39 and the Preliminary Plat for HYUNDAI ADDITION to the City Council. Dave Boeck seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Curtis McCarty, Chris Lewis, Andy Sherrer
NAYES	Dave Boeck, Jim Gasaway, Cynthia Gordon, Tom Knotts, Roberta Pailles
ABSENT	Diana Hartley

Ms. Tromble announced that the motion to recommend approval of Resolution No. R-1112-130, Ordinance No. O-1112-39 and the Preliminary Plat for HYUNDAI ADDITION to the City Council failed by a vote of 3-5.

* * *

Item No. 12, being:

RESOLUTION NO. R-1112-131 – A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, ADOPTING THE ORIGINAL TOWNSITE NEIGHBORHOOD PLAN AS AN ELEMENT OF THE CITY'S COMPREHENSIVE PLAN.

This item was postponed for one month at the request of staff on a vote of 8-0, prior to consideration of Item No. 2.

Item No. 13, being:

RESOLUTION NO. R-1112-132 – A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, ADOPTING THE BISHOP CREEK NEIGHBORHOOD PLAN AS AN ELEMENT OF THE CITY'S COMPREHENSIVE PLAN.

Tom Knotts moved to postpone Resolution No. R-1112-132, the Bishop Creek Neighborhood Plan, for one month at the recommendation of staff. Mr. Boeck seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS

Dave Boeck, Jim Gasaway, Cynthia Gordon, Tom Knotts,
Curtis McCarty, Roberta Pailes, Andy Sherrer

NAYES

None

ABSENT

Diana Hartley, Chris Lewis

Ms. Tromble announced that the motion to postpone Resolution No. R-1112-132 passed by a vote of 7-0.

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Item No. 14, being:

TMP-181 – PRESENTATION OF THE ANNUAL REPORT OF THE NORMAN 2025 LAND USE AND TRANSPORTATION PLAN.

PRESENTATION BY STAFF:

1. Ms. Connors presented a brief summary of the Annual Report, an update of the development in Norman. In previous years, the report has covered 1997 to present; this year the report covers only the past five years.

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

There were no questions or comments from the Planning Commission.

* * *

Item No. 15, being:

MISCELLANEOUS DISCUSSION

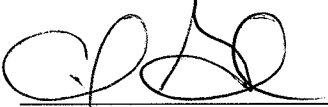
1. Ms. Connors noted the Study Session scheduled on Thursday, May 17, 2012 at 6:30 p.m. in the Study Session Room.

* * *

Item No. 16, being:

ADJOURNMENT

Dave Boeck moved that the meeting adjourn. Curtis McCarty seconded the motion. There being no further comments from Commissioners or staff, and no further business, the meeting adjourned at 11:45 p.m.



Norman Planning Commission